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62D CONGRESS : : 3D SESSION

DECEMBER 2, 1912–MARCH 4, 1913

HOUSE DOCUMENTS

VOL. 30

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62D CONGRESS, 3d Session } HOUSE OF REPRESENTATIVES { DOCUMENT No. 1491

LAWS OF THE UNITED STATES

RELATING TO THE

IMPROVEMENT OF RIVERS AND HARBORS

FROM AUGUST 11, 1790
TO MARCH 4, 1913

Compiled in the Office of the Chief of Engineers, U. S. Army

IN THREE VOLUMES

VOLUME 1

FROM 1790 TO 1896

WASHINGTON
GOVERNMENT PRINTING OFFICE
1913

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LETTER OF TRANSMITTAL.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, August 12, 1913.

From: The Chief of Engineers, U. S. Army.
To: The Secretary of War.
Subject: Compilation of river and harbor laws.

1. Section 6 of the river and harbor act approved March 4, 1913, provides:

SEC. 6. That the first paragraph of section six of the river and harbor act approved July twenty-fifth, nineteen hundred and twelve, be, and the same is hereby, amended so as to read as follows:

"SEC. 6. That there shall be printed three thousand copies of a revised edition of the laws of the United States relating to the improvement of rivers and harbors passed between and including August eleventh, seventeen hundred and ninety, and the close of the third session of the Sixty-second Congress, of which six hundred copies shall be for the use of the Senate, one thousand four hundred copies for the use of the House, and one thousand copies for the use of the War Department. Said compilation shall be printed under the direction of the Secretary of War."

2. The compilation called for includes laws from August 11, 1790, to March 4, 1907, comprising 1,295 pages, heretofore published in two volumes, and in order to avoid much unnecessary labor in making minor changes in page numbers and other marginal references it is desired that the matter heretofore published be retained as nearly as practicable in its present form, with same page numbers.

3. Copy for such laws has not therefore been prepared. Part of the new matter necessary for the compilation is herewith, and I recommend that, in pursuance of the above-quoted provisions of law, it be printed and bound at the Government Printing Office, together with the prior laws, with such additions, corrections, etc., as may be found desirable upon examination of the proof, and with suitable index. The balance of the new matter, which will form another volume, will be forwarded as soon as it can be prepared. The part herewith is forwarded at this time in order to enable the Public Printer to take up the work now, when the pressure on his department is less than it will be later in the year.

WM. T. ROSSELL,
Chief of Engineers, U. S. Army.

[First indorsement.]

WAR DEPARTMENT,
August 13, 1913.

By order of the Secretary of War:
Approved.

J. B. RANDOLPH,
Acting Assistant and Chief Clerk.

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WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, August 30, 1913.

From: The Chief of Engineers, U. S. Army.
To: The Secretary of War.
Subject: Compilation of river and harbor laws.

1. Referring to letter dated August 12, 1913, from this office, copy herewith, transmitting a part of the new matter necessary for the compilation of river and harbor laws being prepared in pursuance of section 6 of the river and harbor act of March 4, 1913, and to indorsement of August 13, 1913, of the Acting Assistant and Chief Clerk on said letter approving the printing of the new matter then submitted, there is now transmitted herewith the balance of the new matter to form an additional volume and to complete the compilation.

2. I recommend that, in pursuance of the law mentioned, this additional matter be printed and bound at the Government Printing Office, together with the laws heretofore compiled and the new matter previously submitted and approved for printing.

WM. T. ROSSELL,
Chief of Engineers, U. S. Army.

[First indorsement.]

WAR DEPARTMENT,
August 30, 1913.

To the CHIEF OF ENGINEERS, U. S. ARMY.
Approved.

HENRY S. BRECKENRIDGE,
Acting Secretary of War.

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LAWS OF THE UNITED STATES

RELATING TO THE

IMPROVEMENT OF RIVERS AND HARBORS

FROM

AUGUST 11, 1790, TO FEBRUARY 17, 1897.

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LAWS OF THE UNITED STATES

RELATING TO THE

IMPROVEMENT OF RIVERS AND HARBORS,

FROM

AUGUST 11, 1790, TO MARCH 4, 1913.

CHAP. 43.—An Act Declaring the assent of Congress to certain Acts of the States of Maryland, Georgia, and Rhode Island and Providence Plantations.

Aug. 11, 1790.
Vol. 1, p. 184.
[Expired.]

Certain acts of several States that relate to tonnage of vessels declared to be in operation until January 10, 1791.
1791, c. 3.
1792, c. 10.
1796, c. 26.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and is hereby declared to the operation of the acts of the several states hereinafter mentioned, so far as the same relate to the levying a duty on the tonnage of ships and vessels for the purposes therein mentioned until the tenth day of January next—that is to say: an act of the General Assembly of the state of Rhode Island and Providence Plantations, at their session held in January, one thousand seven hundred and ninety, intituled [*sic*] "An act to incorporate certain persons by the name of the River Machine Company, in the town of Providence, and for other purposes therein mentioned;" and also, an act of the General Assembly of the state of Maryland, at their session in April, one thousand seven hundred and eighty-three, intituled [*sic*] "An act appointing wardens for the port of Baltimore-town in Baltimore county;" as also, another act of the General Assembly of the same state, passed at their session in November, one thousand seven hundred and eighty-eight, intituled [*sic*] "A supplement to the act intituled [*sic*], An act appointing wardens for the port of Baltimore-town in Baltimore county;" and also, an act of the state of Georgia, "for levying and appropriating a duty on tonnage, for the purpose of clearing the river Savannah, and removing the wrecks and other obstructions therein."

Approved, August 11, 1790.

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Jan. 10, 1791. Vol. 1, p. 189. [Expired.]

CHAP. 3.—An Act To continue an Act intituled [*sic*] "An Act declaring the assent of Congress to certain Acts of the States of Maryland, Georgia, and Rhode Island and Providence Plantations," so far as the same respects the States of Georgia and Rhode Island and Providence Plantations.

Act continued as to Georgia and Rhode Island for another year, etc.

1790, c. 43; 1792, c. 10.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed the last session of Congress, intituled [*sic*] "An act declaring the assent of Congress to certain acts of the states of Maryland, Georgia, and Rhode Island and Providence Plantations," shall be continued, and is hereby declared to be in full force, so far as the same respects the states of Georgia, and Rhode Island and Providence Plantations, for the farther term of one year, and from thence to the end of the then next session of Congress, and no longer.

Approved, January 10, 1791.

Mar. 19, 1792. Vol. 1, p. 243. [Expired.]

CHAP. 10.—An Act Declaring the consent of Congress to a certain Act of the State of Maryland, and to continue for a longer time, an Act declaring the assent of Congress to certain Acts of the States of Maryland, Georgia, and Rhode Island and Providence Plantations, so far as the same respects the States of Georgia, and Rhode Island and Providence Plantations.

Consent of Congress granted to operation of certain act of Maryland; and Act May 12, 1796, c. 26.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress be, and is hereby granted and declared to the operation of an act of the general assembly of Maryland, made and passed at a session begun and held at the city of Annapolis, on the first Monday in November last, intituled [*sic*] "An act empowering the wardens of the port of Baltimore to levy and collect the duty therein mentioned."

Assent to certain acts, Maryland, etc., as to Georgia and Rhode Island.

1790, c. 43; 1791, c. 3.

SEC. 2. *And be it further enacted*, That the act, intituled [*sic*] "An act declaring the assent of Congress to certain acts of the states of Maryland, Georgia, and Rhode Island and Providence Plantations," shall be continued, and is hereby declared to be in full force, so far as the same respects the states of Georgia, and Rhode Island and Providence Plantations.

Limitation of act to June 1, 1796.

SEC. 3. *And be it further enacted*, That this act shall be and continue in force for the term of three years, and from thence to the end of the next session of Congress, and no longer.

Approved, March 19, 1792.

May 12, 1796. Vol. 1, p. 463. [Expired.]

CHAP. 26.—An Act Declaring the consent of Congress to a certain Act of the State of Maryland, and to continue an Act declaring the assent of Congress to certain Acts of the States of Maryland, Georgia and Rhode Island and Providence Plantations, so far as the same respects the States of Georgia, and Rhode Island and Providence Plantations.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress*

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assembled, That the consent of Congress be, and is hereby granted and declared to the operation of an act of the General Assembly of Maryland, made and passed at a session begun and held at the city of Annapolis, on the first Monday of November, in the year one thousand seven hundred and ninety-one, intituled [*sic*] "An act empowering the wardens of the port of Baltimore to levy and collect the duty therein mentioned."

Consent of Congress to certain act of Maryland empowering wardens of port of Baltimore to levy and collect duty therein mentioned.

SEC. 2. *And be it further enacted*, That the act intituled [*sic*] "An act declaring the assent of Congress to certain acts of the States of Maryland, Georgia and Rhode Island and Providence Plantations," shall be continued, and is hereby declared to be in full force, so far as the same respects the states of Georgia and Rhode Island and Providence Plantations.

Part of act declaring assent of Congress to certain acts of States of Maryland, Georgia, and Rhode Island continued in force.
1790, c. 43; 1800, c. 15.

SEC. 3. *And be it further enacted*, That this act shall be, and continue in force for the term of three years, and from thence to the end of the next session of Congress thereafter, and no longer.

Approved, May 12, 1796.

CHAP. 21.—An Act Declaring the consent of Congress to an Act of the Commonwealth of Massachusetts.

Mar. 27, 1798.
Vol. 1, p. 546.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be and hereby is granted and declared to the operation of an act of the legislature of the commonwealth of Massachusetts made and passed the second day of February, one thousand seven hundred and ninety-eight, intituled [*sic*] "An act to incorporate Tobias Lord, Oliver Keating, Thatcher Godard and others for the purpose of keeping in repair a pier, at the mouth of Kennebunk river, and to grant them a duty for reimbursing the expense of erecting the same."

Consent of Congress to act of Commonwealth of Massachusetts. Kennebunk River, Me.

Approved, March 27, 1798.

CHAP. 15.—An Act Declaring the assent of Congress to certain Acts of the States of Maryland and Georgia.

Mar. 17, 1800.
Vol. 2, p. 18.
[Expired.]

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the consent of Congress be, and hereby is granted to the operation of an act of the General Assembly of the state of Maryland, passed on the twenty-sixth day of December, one thousand seven hundred and ninety-one, entitled "An act empowering the wardens of the port of Baltimore to levy and collect the duty therein mentioned," and also to so much of an act of the state of Georgia, passed February the tenth, one thousand seven hundred and

Consent of Congress granted to act of State of Maryland mentioned; and to so much of act of State of Georgia, etc.
1808, c. 47; 1814, c. 60; 1822, c. 29.

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Act Jan. 19, 1861, c. 11.

eighty-seven, entitled "An act for regulating the trade, laying duties on all goods, wares, liquors, merchandise and negroes imported into this state; and also an impost on the tonnage of shipping, and for other purposes therein mentioned," as authorizes a duty of three pence per ton on all shipping entering the port of Savannah, to be set apart as a fund for clearing the river Savannah.

Limitation of act to Mar. 3, 1808.

SEC. 2. *And be it further enacted*, That this act shall be, and continue in force until the third day of March, one thousand eight hundred and eight, and no longer.

Approved, March 17, 1800.

Apr. 6, 1802. Vol. 2, p. 150.

CHAP. 20.—An Act Authorizing the erection of certain lighthouses; and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Sum appropriated for public piers in Delaware River. 1805, c. 21.

SEC. 8. *And be it further enacted*, That it shall be lawful for the Secretary of the Treasury, under the direction of the President of the United States, to cause to be expended, in repairing and erecting public piers, in the river Delaware, a sum not exceeding thirty thousand dollars; and that the same be paid out of any moneys in the treasury, not otherwise appropriated: *Provided*, that the jurisdiction of the site where any such piers may be erected, shall be first ceded to the United States, according to the conditions in such case by law provided.

On what conditions.

Approved, April 6, 1802.

Mar. 16, 1804. Vol. 2, p. 269.

CHAP. 22.—An Act Declaring the assent of Congress to an Act of the general assembly of Virginia, therein mentioned.

Assent of Congress to act of Virginia for improving navigation of James River, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given and declared to an act of the general assembly of Virginia, intituled [*sic*] "An act for improving the navigation of James River," which act was passed on the twenty-third day of January, in the year one thousand eight hundred and four.

Approved, March 16, 1804.

Mar. 1, 1805. Vol. 2, p. 316.

CHAP. 21.—An Act Making appropriations for the support of Government, for the year one thousand eight hundred and five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That * * * the following sums be, and the same hereby are respectively appropriated; that is to say:

* * * * *

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For reviving so much of unexpended balances of appropriations granted by an act passed the sixth of April, one thousand eight hundred and two, and which have been carried to the surplus fund, to wit: Reviving unexpended balances.

For erecting public piers in the river Delaware, five thousand eight hundred and eighty-eight dollars, and seventy-nine cents. Piers in Delaware River. 1802, c. 20.

* * * * *

Approved, March 1, 1805.

CHAP. 12.—An Act Declaring the consent of Congress to an Act of the State of Pennsylvania, intituled, [*sic*] "An Act to empower the board of wardens, for the port of Philadelphia, to collect a certain duty on tonnage, for the purposes therein mentioned." Feb. 28, 1806. Vol. 2, p. 353.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and it is hereby granted and declared to the operation of an Act of the legislature of Pennsylvania, passed on the first day of April, in the year one thousand eight hundred and five, intituled [*sic*] "An act to empower the board of wardens, for the port of Philadelphia, to collect a certain duty on tonnage, for the purposes therein mentioned," so far as to enable the state of Pennsylvania to collect a duty of four cents per ton, on all vessels which shall clear out from the port of Philadelphia for any foreign port or place whatever, to be expended in building piers in, and otherwise improving the navigation of the river Delaware, agreeably to the intentions of the said act. Assent of Congress to act of legislature of Pennsylvania, laying duty on tonnage.

Approved, February 28, 1806.

CHAP. 33.—An Act Making appropriations for the support of Government for the year one thousand eight hundred and six. Apr. 18, 1806. Vol. 2, p. 384.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the expenditure of the civil list, in the present year, including the contingent expenses of the several departments and officers; * * * and for satisfying certain miscellaneous claims; the following sums be, and the same hereby are respectively appropriated, that is to say: Objects of appropriation.

* * * * *

For the payment of a commission of two and a half per-cent. to the commissioners who superintended the erection of public piers in the river Delaware, four hundred and forty-eight dollars and seventy-one cents. Piers in Delaware River.

* * * * *

SEC. 2. *And be it further enacted*, That the several appropriations hereinbefore made, shall be paid and discharged out of the fund of six hundred thousand dollars, reserved 1790, c. 34.

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by an act making provision for the debt of the United States, and out of monies [*sic*] in the treasury, not otherwise appropriated.

Approved, April 18, 1806.

Apr. 20, 1808.
Vol. 2, p. 484.
[Expired.]

CHAP. 47.—An Act To revive and continue in force "An Act declaring the assent of Congress to certain acts of the States of Maryland and Georgia."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act which passed the seventeenth day of March, in the year one thousand eight hundred, intituled [*sic*] "An act declaring the assent of Congress, to certain acts of the states of Maryland and Georgia," be, and the same is hereby revived and continued in force until the third day of March, one thousand eight hundred and fourteen.

Act Mar. 17, 1800, c. 15, revived and continued in force until Mar. 3, 1814.
1800, c. 15.
1814, c. 60.
Act Jan. 19, 1861, c. 11.

Approved, April 20, 1808.

Feb. 10, 1809.
Vol. 2, p. 516.

CHAP. 15.—An Act Making appropriations to complete the fortifications commenced for the security of the seaport towns and harbors of the United States, and to defray the expense of deepening and extending to the River Mississippi, the canal of Carondelet.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

Canal of Carondelet, to be made under direction of President.

SEC. 2. *And be it further enacted,* That the President of the United States be, and he is hereby authorized to cause the canal of Carondelet, leading from Lake Ponchartrain, by way of the Bayou St. John, to the city of New Orleans, to be extended to the river Mississippi, and made sufficiently deep throughout to admit an easy and safe passage to gunboats, if, upon survey thereof, he shall be convinced that the same is practicable, and will conduce to the more effectual defense of said city; and that for the purpose of defraying the expense thereof, there be, and hereby is appropriated the sum of twenty-five thousand dollars, to be paid out of any monies [*sic*] in the treasury not otherwise appropriated.

Appropriation.

Approved, February 10, 1809.

Apr. 16, 1814.
Vol. 3, p. 125.

CHAP. 60.—An Act To revive and continue in force "An Act declaring the assent of Congress to certain acts of the States of Maryland and Georgia."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act which passed the seventeenth day of March, in the year one thousand eight hundred, entitled "An act declaring the assent of Congress to certain acts of the states of Maryland and Georgia," be, and the same is

Act Mar. 17, 1800, c. 15, continued in force until Mar. 3, 1822.
1822, c. 29.
Act Jan. 19, 1861, c. 11.

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hereby revived and continued in force until the third day of March, one thousand eight hundred and twenty-two: *Provided*, That nothing herein contained shall authorize the demand of a duty on tonnage, on vessels propelled by steam, employed in the transportation of passengers.

Approved, April 16, 1814.

CHAP. 77.—An Act Declaring the assent of Congress to an Act of the general assembly of the state of Virginia.

Apr. 26, 1816. Vol. 3, p. 301.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the assent of Congress is hereby given and declared to an act of the General Assembly of Virginia, entitled "An act incorporating a company for the purpose of improving the navigation of James river from Warwick to Rockett's landing," which act was passed on the twenty-second day of February, in the year one thousand eight hundred and sixteen.

Assent of Congress given to act of general assembly of Virginia, for improving navigation of James River.

Approved, April 26, 1816.

CHAP. 18.—An Act Making appropriations for the military service of the United States for the year eighteen hundred and nineteen.

Feb. 15, 1819. Vol. 3, p. 480. [Obsolete.]

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively, appropriated:

* * * * *

For making a survey of the water courses tributary to, and west of, the Mississippi; also those tributary to the same river, and northwest of the Ohio; six thousand five hundred dollars.

Survey of water courses.

* * * * *

SEC. 2. *And be it further enacted*, That the several appropriations hereinbefore made, shall be paid out of any moneys in the Treasury not otherwise appropriated.

Moneys to be paid out of Treasury.

Approved, February 15, 1819.

CHAP. 47.—An Act To enable the people of the Alabama Territory to form a constitution and State government, and for the admission of such State into the Union on an equal footing with the original States.

Mar. 2, 1819. Vol. 3, p. 489.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the inhabitants of the territory of Alabama be, and they are hereby, authorized to form for themselves a constitution and state government, and to assume such name as they may deem proper; and that the said territory,

Inhabitants of Alabama authorized to form constitution and State government.

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To be admitted into Union.

when formed into a state, shall be admitted into the union, upon the same footing with the original states, in all respects whatever.

* * * * *

Propositions offered to convention; to be obligatory if accepted.

SEC. 6. *And be it further enacted*, That the following propositions be, and the same are hereby, offered to the convention of the said territory of Alabama, when formed, for their free acceptance or rejection, which, if accepted by the convention, shall be obligatory upon the United States.

* * * * *

Five per cent of net proceds of land sold after Sept. 1, 1819, to be reserved for making public roads, canals, etc.

Third. That five per cent. of the net proceeds of the lands lying within the said territory, and which shall be sold by Congress, from and after the first day of September, in the year one thousand eight hundred and nineteen, after deducting all expenses incident to the same, shall be reserved for making public roads, canals, and improving the navigation of rivers, of which three-fifths shall be applied to those objects within the said state, under the direction of the legislature thereof, and two-fifths to the making of a road or roads leading to the said state, under the direction of Congress.

* * * * *

Approved, March 2, 1819.

Apr. 14, 1820. Vol. 3, p. 562.

CHAP. 45.—An Act Making appropriations for the military service of the United States, for the year one thousand eight hundred and twenty.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively, appropriated:

* * * * *

Survey of water courses.

For making a survey of the water-courses tributary to, and west of, the Mississippi, also those tributary to the same river and northwest of the Ohio, four thousand five hundred dollars.

Survey, maps, and charts of Ohio and Mississippi.

For making a survey, maps, and charts, of the Ohio and Mississippi rivers, from the rapids of the Ohio at Louisville, to the Balize, for the purpose of facilitating and ascertaining the most practicable mode of improving the navigation of those rivers, five thousand dollars.

* * * * *

Out of money in Treasury.

SEC. 2. *And be it further enacted*, That the several appropriations hereinbefore made, shall be paid out of any money in the treasury not otherwise appropriated.

Approved, April 14, 1820.

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CHAP. 52.—An Act In addition to the several Acts for the establishment and regulation of the Treasury, War, and Navy Departments. May 1, 1820. Vol. 3, p. 567.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

SEC. 6. *And be it further enacted*, That no contract shall hereafter be made by the Secretary of State, * * * or of the Department of War, * * * except under a law authorizing the same, or under an appropriation adequate to its fulfilment; * * *

No contracts to be made except under authority of law or an adequate appropriation.

SEC. 7. *And be if further enacted*, That no land shall be purchased on account of the United States, except under a law authorizing such purchase.

No land to be purchased for the U. S. except under authority of law.

* * * * *

Approved, May 1, 1820.

CHAP. 36.—An Act Making appropriations for the support of the Navy of the United States, for the year one thousand eight hundred and twenty-one. Mar. 3, 1821. Vol. 3, p. 634.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That, for defraying the expenses of the navy, for the year one thousand eight hundred and twenty-one, the following sums be, and the same are hereby, respectively appropriated:

* * * * *

For the purpose of enabling the Secretary of the Navy to remove obstructions placed in the river Thames, in Connecticut, by the commander of the American ships, during the late war, one hundred and fifty dollars.

Removing obstructions in River Thames.

SEC. 2. *And be it further enacted*, That the several appropriations hereinbefore made, shall be paid out of any money in the treasury not otherwise appropriated.

Out of money in Treasury.

Approved, March 3, 1821.

CHAP. 52.—An Act To authorize the building of lighthouses therein mentioned, and for other purposes. Mar. 3, 1821. Vol. 3, p. 643.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

SEC. 4. *And be it further enacted*, That the President of the United States be, and he is hereby, authorized and requested to cause such an examination or survey of the Isles of Shoals [a], on the coast of New Hampshire and Maine, to be made, by proper and intelligent persons, as may be

President requested to cause survey of Isles of Shoals, examination of sea wall at Smutty Nose Island, etc.

[a] This locality is known also as Gosport Harbor, the village of Gosport being located on Star Island, the principal island of the group.

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1822, c. 119. *Post*, p. 25.

Portsmouth Harbor.

President authorized to cause sea wall to be repaired, etc.

Result to be communicated to Congress.

Proviso. No money to be expended till cession, etc.

$2,500 appropriated for purposes, etc.

requisite to ascertain the expediency and practicability of repairing the sea-wall, at Smutty Nose island, and of building a sea-wall between said island and Cedar island. And that the President be further requested in like manner, to ascertain the expediency of erecting a stone pier on Sunken rocks, in the harbour of Portsmouth, in the State of New Hampshire. And the President is hereby authorized to cause the sea-wall aforesaid to be repaired, and the pier aforesaid to be erected, by contract, under the direction of the collector of the district of Portsmouth, if, on the report of such persons, he shall deem it necessary. And the President is further requested to communicate to Congress, at their next session, the result of so much of the examination and survey, as relates to the expediency and practicability of building the sea-wall aforesaid: *Provided*, That no money shall be expended in erecting the pier aforesaid, until the jurisdiction of the site thereof shall be ceded by the State of New Hampshire to the United States.

SEC. 5. *And be it further enacted*, That a sum, not exceeding two thousand five hundred dollars, is hereby appropriated for the purposes aforesaid; to be paid out of any money in the treasury not otherwise appropriated.

Approved, March 3, 1821.

Apr. 20, 1822. Vol. 3, p. 665.

CHAP. 29.—An Act To revive and continue in force "An Act declaring the assent of Congress to certain Acts of the states of Maryland and Georgia."

Act Mar. 17, 1800, c. 15, declaring assent of Congress to certain acts of States of Maryland and Georgia, revived and continued.

1800, c. 15.

Proviso. 1828, c. 15. Act Jan. 19, 1861, c. 11.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the act passed the seventeenth day of March, in the year one thousand eight hundred, entitled "An act declaring the assent of Congress to certain acts of the states of Maryland and Georgia," and which, by subsequent acts, has been revived and continued in force until the third day of March, eighteen hundred and twenty-two, be, and the same hereby is, revived and continued in force until the third day of March, one thousand eight hundred and twenty-eight: *Provided*, That nothing herein contained shall authorize the demand of a duty on tonnage on vessels propelled by steam employed in the transportation of passengers.

Approved, April 20, 1822.

May 7, 1822. Vol. 3, p. 698.

CHAP. 119.—An Act To authorize the building of lighthouses therein mentioned, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

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SEC. 5. *And be it further enacted*, That the Secretary of the Treasury be, and he hereby is, authorized to provide, by contract, to be approved by the President of the United States, for building a sea-wall or pier at the Isles of Shoals[a], between Cedar Island and Smutty-Nose Island, on the coast of New Hampshire and Maine, conformably to the report of the commissioners appointed under the fourth section of the act passed the third day of March, one thousand eight hundred and twenty-one, entitled "An act to authorize the building of lighthouses therein mentioned, and for other purposes," and that a sum, not exceeding eleven thousand five hundred dollars, is hereby appropriated for the purpose aforesaid, to be paid out of any moneys in the treasury not otherwise appropriated.

Secretary of Treasury to provide by contract, etc., for building sea wall, etc., at Isles of Shoals, etc.

1821, c. 52. *Ante*, p. 24.

SEC. 6. *And be it further enacted*, That the Secretary of the Treasury be authorized and required to cause to be erected in the Bay of Delaware, at or near a place called the Shears, near Cape Henlopen, by contract or contracts, to be approved by the President of the United States, two piers of sufficient dimensions to be a harbor or shelter for vessels from the ice, if, after a survey made under his direction, the measure shall be deemed expedient; *And provided*, That the jurisdiction of the site where such piers may be erected, shall be first ceded to the United States, according to the conditions in such case by law provided; and that, for the purpose of carrying the same into effect, there be appropriated the sum of twenty-two thousand seven hundred dollars, to be paid out of any moneys in the treasury not otherwise appropriated.

Two piers to be erected by contract at a place called the "Shears," near Cape Henlopen (Delaware Breakwater), etc.

Jurisdiction of site to be first ceded.

* * * * *

Approved, May 7, 1822.

CHAP. 56.—An Act To authorize the building of lighthouses, light vessels, and beacons, therein mentioned, and for other purposes.

Mar. 3, 1823. Vol. 3, p. 780.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

SEC. 3. *And be it further enacted*, That the President of the United States be, and he is hereby, authorized to cause such an examination and survey to be made of the obstruction between the harbour of Gloucester and the harbour of Squam [Annisquam], in the State of Massachusetts, as may be requisite to ascertain the expediency of removing such obstruction; and the President is hereby authorized to cause such obstruction to be removed, by contract or otherwise, under the direction of the collector of the district of Gloucester, if, from the report of persons he may appoint to examine and survey the same, he shall deem it expedient; and a sum, not exceeding six thousand

President to cause examination and survey to be made of obstructions between harbors of Gloucester and Annisquam, in Massachusetts.

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[a] See footnote on page 23.

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Appropriation.

dollars, is hereby appropriated for that purpose, to be paid out of any money in the treasury not otherwise appropriated.

Appropriation for examination and survey of port Presque Isle (Erie).

SEC. 4. *And be it further enacted, by the authority aforesaid*, That the sum of one hundred and fifty dollars be, and the same is hereby, appropriated, to be paid out of any money in the treasury, not otherwise appropriated, to enable the President of the United States, to cause the entrance of the harbour of the port of Presque Isle, in Pennsylvania, to be examined and surveyed by one of the Topographical Engineers of the United States, whose duty it shall be to make a probable estimate of the expense of removing the obstructions, and report on the best manner of removing them, and the effect of such removal on the channel in future.

Approved, March 3, 1823.

Apr. 30, 1824. Vol. 4, p. 22.

CHAP. 46.—An Act To procure the necessary surveys, plans, and estimates, upon the subject of roads and canals.

President to cause necessary surveys, etc., to be made of such roads and canals as he may deem of national importance, etc.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States is hereby authorized to cause the necessary surveys, plans, and estimates, to be made of the routes of such roads and canals as he may deem of national importance, in a commercial or military point of view, or necessary for the transportation of the public mail; designating, in the case of each canal, what parts may be made capable of sloop navigation: the surveys, plans, and estimates, for each, when completed, to be laid before Congress.

Two or more skillful engineers to be employed.

SEC. 2. *And be it further enacted*, That, to carry into effect the objects of this act, the President be, and he is hereby, authorized to employ two or more skilful civil engineers, and such officers of the corps of engineers, or who may be detailed to do duty with that corps, as he may think proper; and the sum of thirty thousand dollars be, and the same is hereby, appropriated, to be paid out of any moneys in the treasury, not otherwise appropriated.

Approved, April 30, 1824.

May 13, 1824. Vol. 4, p. 23.

CHAP. 65.—An Act Declaring the consent of Congress to certain Acts of the State of Alabama.

Consent of Congress given to acts of general assembly of Alabama of Dec. 30 and 31, 1823.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the consent of Congress be, and hereby is, granted to the operation of an act of the general assembly of the State of Alabama, passed on the thirtieth of December, one thousand eight hundred and twenty-three, entitled "An act to improve the navigation of the Coosa river, and to aid in its connection with the Tennessee waters;" and,

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also, to an act, passed on the thirty-first of December, one thousand eight hundred and twenty-three, entitled "An act to improve the navigation of the Tennessee river."

Approved, May 13, 1824.

CHAP. 139.—An Act To improve the navigation of the Ohio and Mississippi rivers. May 24, 1824. Vol. 4, p. 32.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States be, and he is hereby, authorized to cause the navigation of the Ohio river to be improved over the following sand bars, or either of them, at his discretion, to wit:

President authorized to cause navigation of Ohio River to be improved. 1832, c. 153.

The sand bar which crosses said river, one mile and a quarter below Flint Island;

The sand bar two miles above French Island;

The bar just below Henderson;

The bar below Straight Island;

The bar below Willow Island, in the Mississippi bend;

And the bar opposite to lower Smithland, below Cumberland Island;

And, for the purpose of ascertaining and directing the best method of carrying the provisions of this act into effect, he may employ any of the engineers in the public service which he may deem proper: *Provided, nevertheless*, That two experiments shall first be made upon two of the said bars, and if in his judgment they shall be successful, then, and not otherwise, he is hereby authorized to cause improvements to be made upon the remaining bars.

Proviso.

SEC. 2. *And be it further enacted*, That, for the purpose of improving the navigation of the Mississippi river, from the mouth of the Missouri to New Orleans, and of the Ohio river from Pittsburg to its junction with the Mississippi, the President of the United States is hereby authorized to take prompt and effectual measures for the removal of all trees which may be fixed in the bed of said river; and, for this purpose, he is authorized to procure and provide, in that way which in his discretion may be most eligible, the requisite water craft, machinery, implements, and force, to raise all such trees, commonly called "planters, sawyers, or snags," as may be found in the current of the said rivers at the lowest stage of water, and to saw or cut them off, as near as practicable to the bottom of the stream; and where trees are found upon sand-bars, upon the points of islands, or near the bank of the river, which may, at the lowest stage of the water, endanger the safety of navigating said rivers, they shall in like manner be cut, removed, or sawed off; and all roots or limbs, belonging to those parts of said trees, which are fastened in the earth, shall be carefully cut away.

President to take effectual measures to render navigation of Mississippi and Ohio safe.

SEC. 3. *And be it further enacted*, That, for the purpose of carrying into effect the provisions of this act, the sum of

$75,000 appropriated.

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seventy-five thousand dollars be, and is hereby, appropriated. And the President of the United States is hereby authorized to draw, from time to time, on the Treasury, for such parts, or at any one time for the whole, of said sum, as he shall judge the service requires; which said sum shall be paid out of any money in the Treasury not otherwise appropriated.

President to lay before Congress at commencement of each session statement of proceedings.

SEC. 4. *And be it further enacted*, That the President be, and he is hereby, requested to cause to be laid before Congress, as soon as convenience will permit after the commencement of each session, a statement of the proceedings under this act, that Congress may be enabled to adopt such further measures as may, from time to time, be necessary under existing circumstances.

Approved, May 24, 1824.

May 26, 1824. Vol. 4, p 38.

CHAP. 153.—An Act Making appropriations for deepening the channel leading into the harbour of Presque Isle, and for repairing Plymouth Beach.

$20,000 appropriated for deepening channel leading into harbor of Presque Isle (Erie), and $20,000 to repair Plymouth beach, Mass.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, out of any moneys in the treasury not otherwise appropriated, and placed at the disposition of the President of the United States, for the purpose of accomplishing the objects hereinafter mentioned, to wit:

The sum of twenty thousand dollars, for making or deepening the channel, leading into the harbour of Presque Isle, in the state of Pennsylvania;

And the sum of twenty thousand dollars, to repair Plymouth Beach, in the state of Massachusetts, and thereby prevent the harbour at that place, from being destroyed.

Approved, May 26, 1824.

Feb. 21, 1825. Vol. 4, p. 82.

CHAP. 11.—An Act Making appropriations for the military service of the United States, for the year one thousand eight hundred and twenty-five.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively, appropriated for the military service of the United States, for the year one thousand eight hundred and twenty-five, to wit:

* * * * *

Appropriation for Board of Internal Improvement.

For making surveys, and carrying on the operations of the board of engineers, in relation to internal improvements, and in addition to an unexpected balance on hand, twenty-eight thousand five hundred and sixty-seven dollars.

* * * * *

Approved, February 21, 1825.

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CHAP. 15.—An Act Making appropriations for certain fortifications of the United States, for the year one thousand eight hundred and twenty-five.

Mar. 2, 1825. Vol. 4, p. 92.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to wit: For fortifications, to each specifically, as follows:

* * * * *

For the preservation of the islands in Boston harbour, necessary to the security of that place, fifty-two thousand nine hundred and seventy-two dollars and fifty-six cents, *Provided, however,* That the right of soil of said islands shall be first vested in the United States.

Preservation of islands in Boston Harbor.

Proviso.

* * * * *

Approved, March 2, 1825.

CHAP. 20.—An Act Declaring the assent of Congress to an Act of the general assembly of Virginia, therein mentioned.

Mar. 3, 1825. Vol. 4, p. 94.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given and declared to an act of the general assembly of Virginia, entitled "An act incorporating a company for the purpose of improving the navigation of the Appomattox river, from Pocahontas bridge to Broadway," passed on the eighth day of December, one thousand eight hundred and twenty-four.

Assent of Congress given to act of general assembly of Virginia of Dec. 8, 1824.

Navigation of the Appomattox.

Approved, March 3, 1825.

CHAP. 76.—An Act Authorizing the subscription of stock in the Chesapeake and Delaware Canal Company.

Mar. 3, 1825. Vol. 4, p. 124.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to subscribe, in the name and for the use of the United States, for one thousand five hundred shares of the capital stock of the Chesapeake and Delaware Canal Company, and to pay for the same, at such times, and in such proportions, as may be required by the said company, out of the dividends which may grow due to the United States upon their bank stock in the Bank of the United States.

Secretary of Treasury authorized to subscribe for 1,500 shares of capital stock of Chesapeake and Delaware Canal Co.

SEC. 2. *And be it further enacted,* That the said Secretary of the Treasury shall vote for president and directors of the said company, according to such number of shares, and shall receive upon the said stock, the proportion of the tolls which shall from time to time, be due to the United States for the shares aforesaid.

Secretary of Treasury to vote for president and directors of company.

Approved, March 3, 1825.

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Mar. 3, 1825. Vol. 4, p. 133.

CHAP. 113.—An Act To authorize the building of lighthouses and light vessels, and beacons, and monuments, therein mentioned; and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

Appropriations.

SEC. 2. *And be it further enacted*, That there be appropriated, out of any money in the treasury not otherwise appropriated, the following sums of money, to wit:

* * * * *

Plymouth beach.

For completing the work to secure Plymouth Beach, in the State of Massachusetts, five thousand seven hundred and twelve dollars.

Pier at mouth of Cuyahoga River (Cleveland Harbor), Ohio.

For erecting a pier at the mouth of Cayahoga River, in the state of Ohio, five thousand dollars;

Grand River (Fairport Harbor), Ohio.

And for completing the pier at the mouth of Grand River, in the same state, one thousand dollars.

And for surveys to be made under the direction of the President of the United States, for the following purposes, to wit:

Survey for piers at Marblehead and Holmes Hole, Mass.

To ascertain the practicability and necessity of constructing a pier, at the mouth of the harbour of Marblehead, for the security of shipping;

And also a pier in the harbour of Holmes' Hole, for the same object, in the state [of] Massachusetts, the sum of four hundred dollars.

Approved, March 3, 1825.

Mar. 3, 1826. Vol. 4, p. 139.

CHAP. 9.—An Act For the survey of a route for a canal between the Atlantic and the Gulf of Mexico.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,

President authorized to cause examination to be made south of St. Marys River, with view of ascertaining most eligible route for canal to connect Atlantic with Gulf of Mexico.

That the President of the United States be, and he is hereby, authorized to cause to be made an accurate and minute examination of the country south of the St. Mary's river, and including the same, with a view to ascertain the most eligible route for a canal, admitting the transit of boats, to connect the Atlantic with the Gulf of Mexico, and also, with a view to ascertain the practicability of a ship channel;

That he cause particularly to be examined the route from the St. Mary's river to the Appalachicola river or bay, and from the St. John's river to the Vassasousa bay, with a view to both the above objects;

That he cause the necessary surveys, both by land and along the coast, with estimates of the expense of each, accompanied with proper plans, notes, observations, explanations and opinions, of the board of engineers, and that he cause a full report of these proceedings to be made to Congress; and to carry the same into effect, the sum of twenty

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thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated.

Appropriations.

Approved, March 3, 1826.

CHAP. 15.—An Act To authorize the legislature of the State of Mississippi to appropriate the amount of the three per cent. fund, arising from the sales of public lands.

Mar. 14, 1826. Vol. 4, p. 149.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That three fifths of the five per cent. fund, arising from the net proceeds of the sales of public lands, within the state of Mississippi, may be appropriated by the legislature thereof, to the making of public roads and canals, and to the improvement of the navigation of rivers and bays, within said state.

Three-fifths of 5 per cent fund arising from sale of public lands may be applied to making roads, improving rivers, etc.

Approved, March 14, 1826.

CHAP. 17.—An Act Making appropriations for the military service of the United States, for the year one thousand eight hundred and twenty-six.

Mar. 25, 1826. Vol. 4, p. 150

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively appropriated, for the military service of the United States, for the year one thousand eight hundred and twenty-six, to wit:

Specific appropriations for 1826.

* * * * *

For completing the repair of Plymouth beach, thirteen thousand one hundred and eighty-four dollars and ninety cents.

Repair of Plymouth beach, Mass.

* * * * *

For completing the works for deepening the channel of entrance into the harbour of Presque Isle, seven thousand dollars.

Harbor of Presque Isle (Erie), Pa.

For the defraying the expenses incidental to making examinations, surveys, preparatory to, and in aid of, the formation of roads and canals, fifty thousand dollars.

Surveys, etc., for roads and canals.

* * * * *

Approved, March 25, 1826.

CHAP. 40.—An Act To authorize a subscription for stock, on the part of the United States, in the Louisville and Portland Canal Company.

May 13, 1826. Vol. 4, p. 162.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized and directed to subscribe for, or purchase, in the name, and for the use of the United States, not exceed-

Secretary of Treasury to subscribe for 1,000 shares of capital stock of Louisville and Portland Canal Co.

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ing one thousand shares of the capital stock of the Louisville and Portland Canal Company, and to pay for the same, at such times, and in such proportions, as may be required of, and paid by other stockholders of said company, out of any money in the treasury not otherwise appropriated: *Provided*, Said shares can be procured for a sum not exceeding one hundred dollars each.

Proviso

Secretary of Treasury to vote for president, etc., of company.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury shall vote for president and directors of said company, according to such number of shares, and shall receive, upon the said stock, the proportion of the tolls which shall, from time to time, be due to the United States, for the shares aforesaid.

Approved, May 13, 1826.

May 18, 1826. Vol. 4, p. 169.

CHAP. 65.—An Act For the subscription of stock in the Dismal Swamp Canal Company.

Secretary of Treasury to subscribe for 600 shares of capital stock of Dismal Swamp Canal.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to subscribe, in the name and for the use of the United States, for six hundred shares of the capital stock of the Dismal Swamp Canal, and to pay for the same, at such times, and in such proportions, as may be required by the existing rules and regulations of the said company.

Secretary of Treasury shall vote for president, etc.

SEC. 2. *And be it further enacted, by the authority aforesaid*, That the Secretary of the Treasury shall vote for the president and directors of said company, according to said number of shares, and shall receive, upon said stock, the proportions of tolls and emoluments which shall, from time to time, become due to the United States, on the shares of stock aforesaid.

Act not to go into effect until the Board of Engineers shall examine canal, and make report to Secretary of War.

SEC. 3. *And be it further enacted*, That this act shall not go into effect until the United States' board of engineers shall examine said canal, and make a report, in writing, to the Secretary of War, that, in their opinion, the plan on which the canal is to be executed, will answer, as far as circumstances will permit, as a part of the chain of canals contemplated along the Atlantic Coast, and that in their opinion, the sum hereby authorized to be subscribed for will be sufficient to finish the canal according to said plan: *And it is further provided*, That to carry this act into effect, the sum of one hundred and fifty thousand dollars is hereby appropriated, to be paid out of any money in the treasury not otherwise appropriated.

$150,000 appropriated to carry act into effect.

Money subscribed on behalf of United States to be actually expended wholly in completion of canal.

SEC. 4. *And be it further enacted*, That the money subscribed on behalf of the United States shall be actually expended in the completion of the canal, and not in the payment of any debt or debts now owing by the company; and it shall be the duty of the Secretary of the

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Treasury, before the payment of any part of the money subscribed on behalf of the United States, to adopt such measures as shall insure the application of the same to the completion of the said canal, according to the plan proposed, and to no other purpose whatsoever.

Approved, May 18, 1826.

CHAP. 73.—An Act For authorizing the building of lighthouses and light vessels, erecting beacon lights, placing buoys, removing obstructions in the river Savannah, and for other purposes. May 18, 1826. Vol. 4, p. 170.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

SEC. 2. *And be it further enacted*, That the following sums of money be, and the same are hereby, appropriated, to wit:

* * * * *

In the state of Georgia, fifty thousand dollars, to be applied under the direction of the President of the United States, to remove obstructions in the river Savannah, below the city of Savannah; * * * Savannah River.

* * * * *

SEC. 6. *And be it further enacted*, That the several appropriations herein made, shall be paid out of any money in the Treasury not otherwise appropriated.

Approved, May 18, 1826.

CHAP. 78.—An Act For improving certain harbours, and the navigation of certain rivers and creeks, and for authorizing surveys to be made of certain bays, sounds, and rivers, therein mentioned. May 20, 1826. Vol. 4, p. 175.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the folowing sums of money be, and the same are hereby, appropriated, to be applied under the direction of the President of the United States, to accomplish the purposes hereinafter mentioned, to wit:

In the state of Maine, one thousand two hundred dollars, for building a pier, on Steels' Ledge, near the harbour of Belfast. Steels Ledge, Me.

In the state of Massachusetts, three thousand five hundred dollars, for the preservation of the point of land forming Provincetown harbour. Provincetown Harbor, Mass.

In the state of New York, fifteen thousand dollars, for building a pier, and repairing the old one, at the mouth of Buffaloe Creek; Buffalo Creek, N. Y.

And three thousand dollars for cleaning out and deepening the harbour of Sackett's Harbour. Sacketts Harbor, N. Y.

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Piers at Newcastle, Del.

In the state of Delaware, twenty-two thousand dollars for building piers, at proper sites, in the river Delaware, at New Castle, and three thousand dollars for repairing the old piers at the same place, and deepening the water around them.

Grand River (Fairport Harbor), Ohio.

In the state of Ohio, five thousand six hundred and twenty dollars, to remove obstructions at the mouth of Grand River;

Ashtabula Creek, Ohio.

Twelve thousand dollars for the same purpose, at the mouth of Ashtabula Creek;

Cunningham Creek, Ohio.

Two thousand dollars for the same purpose, at the mouth of Cunningham Creek;

Huron River, Ohio.

And five thousand dollars for the same purpose, in Huron River;

Survey of Sandusky Bay, Ohio.

And four hundred dollars for making a survey of Sandusky Bay, to ascertain the expediency and expense of constructing piers, to improve the navigation thereof, and of placing buoys therein.

Survey of Piscataqua River, Me.

In the state of Maine, two hundred dollars for making a survey to ascertain the practicability and utility of removing obstructions to navigation in Pisquataqua river, and the expense of effecting the same.

In the state of Massachusetts, five hundred dollars for making surveys of the following places, to wit:

Edgartown, Mass.

The flat on the northwest side of the harbour of Edgartown, to ascertain the practicability of building a lighthouse thereon, and the utility of the same to navigation, and of preventing the said harbour from being filled up with sand.

Mouth of Merrimac River, Hyannis, Mass.

The bar at the mouth of Merrimack river, and the practicability of deepening the channel over the same, and the harbour of Hyannis, in the Vineyard Sound, to ascertain what improvements can be made in the same for the safe anchorage of vessels, and the expense of effecting, severally, these objects.

Survey of Saugatuck River and Harbor, Conn.

In the state of Connecticut, four hundred dollars for making a survey of Saugatuck river and harbour, and to ascertain the expediency and expense of removing the obstructions to the navigation thereof, and of facilitating the commercial intercourse between the port of Saugatuck and the city of New York.

Survey of Oswego Bay and Harbor, N. Y.
1827, c. 46.
Post, p. 37.

In the state of New York, two hundred dollars for making a survey of Oswego bay and harbour, for ascertaining the expediency and expense of constructing piers, to improve the navigation thereof.

Survey of piers at Chester, Pa.

In the state of Pennsylvania, one hundred dollars, to defray the expense of a survey of the public piers at Chester, in the river Delaware, in order to determine the expediency of accepting the cession thereof made by the state of Pennsylvania, and the expense of repairing the same.

Surveys of the Swash in Pamlico Sound, N. C.

In the state of North Carolina, one thousand dollars for making a survey of the Swash, in Pamtico [Pamlico] Sound, near Ocracock Inlet, for the purpose of ascertaining whether the channel through the same can be deepened;

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And also one of Cape Fear River, below the town of Walmington, [Wilmington,] for the same purpose,

Cape Fear River, below Wilmington, N. C.

And also for a survey of Roanoke Inlet and sound, with the view of ascertaining the practicability of making a permanent ship channel between Albemarle Sound and the Atlantic Ocean, at Roanoke Inlet, or elsewhere, and a statement of the costs of effecting, severally, these objects.

Roanoke Inlet and Sound, N. C.

In the state of Alabama, a sum not exceeding ten thousand dollars, for the purpose of removing the obstructions and deepening the harbour of Mobile.

Mobile Harbor, Ala.

In the territory of Michigan, two hundred dollars for making a survey of La Plaisance bay, to ascertain the expediency of improving the navigation thereof, and the expense of effecting the same.

La Plaisance Bay, Mich. 1827, c. 46.

SEC. 2. *And be it further enacted*, That the several sums herein appropriated be, and the same are hereby, directed to be paid out of any money in the Treasury not otherwise appropriated.

To be paid from Treasury.

Approved, May 20, 1826.

CHAP. 29.—An Act Making appropriations for the military service of the United States, for the year one thousand eight hundred and twenty-seven.

Mar. 2, 1827. Vol. 4, p. 214.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively appropriated for the military service of the United States, for the year one thousand eight hundred and twenty-seven, to wit:

Sums respectively appropriated for military service, 1827.

* * * * *

For completing the works and deepening the channel of entrance into the harbour of Presque Isle, to cover the expense of work done and to be done, which has not been contemplated by any appropriation heretofore made, two thousand dollars.

Completing works, etc., Presque Isle (Erie) Harbor, Pa.

* * * * *

For defraying the expenses incidental to making examinations and surveys, authorized by act of thirtieth of April, one thousand eight hundred and twenty-four, thirty thousand dollars.

Examinations and surveys. 1824, c. 46.

SEC. 2. *And be it further enacted*, That the following sums, being balances of appropriations heretofore made, and transferred to the surplus fund, be, and the same are hereby, reappropriated to the several objects hereinafter mentioned, to wit:

Reappropriations.

* * * * *

For improving the navigation of the Ohio and Mississippi rivers, forty-four thousand nine hundred and eleven dollars fifty-nine cents.

Navigation of Ohio and Mississippi rivers.

* * * * *

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SEC. 3. *And be it further enacted*, That the several sums hereby appropriated shall be paid out of any money in the treasury not otherwise appropriated:

* * * * *

Approved, March 2, 1827.

Mar. 2, 1827. Vol. 4, p. 227.

CHAP. 43.—An Act Authorizing the completion and repair of certain roads in the Territory of Florida, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States be, and he is hereby, authorized to cause to be opened and repaired, in the territory of Florida, a public road, known by the name of the King's road, from the Georgia line, by Saint Augustine, to New Smyrna.

President to cause to be opened public road from Georgia line by St. Augustine.

SEC. 2. *And be it further enacted*, That the President be, and he is hereby, authorized to employ the troops of the United States, stationed in Florida, in such manner as he may think proper, in opening and repairing said road; and for defraying the expenses thereof, the sum of eleven thousand dollars is hereby appropriated.

Troops of United States in Florida to assist in opening and repairing same.

SEC. 3. And be it further enacted, That the additional sum of five thousand dollars be, and the same is hereby, appropriated for the completion of the United States, military road from Pensacola to St. Augustine, by the construction of a bridge across the St. Sebastian's river, near St. Augustine;

$5,000 additional appropriated for completion of military road from Pensacola to St. Augustine by construction of bridge across San Sebastian River.

And that the further sum of six thousand dollars be, and the same is hereby, appropriated, for the purpose of completing the road from Colerain, in Georgia, to Tampa bay, in the territory of Florida;

And the appropriations aforesaid shall be paid out of any money in the treasury not otherwise appropriated.

SEC. 4. *And be it further enacted*, That if any part of the above appropriations shall remain unexpended, it shall be appropriated to opening the communication between Moscheto [Mosquito Lagoon] or Halifax and Indian rivers, in the line of communication to Cape Florida, described in the report of the engineer, appointed in pursuance of an act of Congress, of the twenty-eighth day of February, one thousand eight hundred and twenty-four, authorizing the survey of a military road from St. Augustine to Cape Florida.

Communication between Mosquito Lagoon or Halifax and Indian rivers. 1824, c. 22.

Approved, March 2, 1827.

Mar. 2, 1827. Vol. 4, p. 228.

CHAP. 46.—An Act To authorize the improving of certain harbours, the building of piers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively appropriated, to be applied under the direction

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of the President of the United States, to accomplish the objects hereinafter mentioned; that is to say:

For improving Hyannis harbour, in the State of Massachusetts, a sum not exceeding ten thousand six hundred and fifty dollars.

Improving Hyannis Harbor.

For building two piers at the mouth of Oswego harbour in the State of New York, thirty-three thousand three hundred and forty-eight dollars and sixty-four cents; no part of which last-mentioned sum shall be expended until a contract shall have been made for completing said piers, agreeably to the plan proposed in a report made under the act of the twentieth of May last;

Building two piers at mouth of Oswego Harbor. 1826, c. 78.

And for erecting a pier by contract, at the mouth of Dunkirk harbour, in the State of New York, three thousand dollars.

Pier at mouth of Dunkirk Harbor.

For improving Cleaveland harbour, in the State of Ohio, ten thousand dollars.

Improving Cleveland Harbor.

For improving the harbour at the mouth of Pascagoula river, in the state of Mississippi, and for removing the obstructions to the navigation of said river, eight thousand dollars.

Harbor at mouth of Pascagoula River.

For removing obstructions to the navigation of Saugatuck river, and protecting Saugatuck Harbour, by a suitable work, to prevent the washing of the sand from Cedar Point, into said harbour, a sum not exceeding fifteen hundred dollars.

Navigation of Saugatuck Harbor and River, etc.

For completing a pier at the entrance of La Plaisance bay, in the territory of Michigan, agreeably to the plan and estimate made under the act of the twentieth of May last, three thousand nine hundred and seventy-seven dollars and eighty-one cents.

Completing pier at entrance of La Plaisance Bay. 1826, c. 78.

For making a survey and examination to ascertain the expediency and expense of constructing piers to improve the harbour of Churches Cove[*], in the town of Little Compton, in the state of Rhode Island, two hundred dollars.

Improvement of harbor of Churchs Cove.

For making a survey and examination to ascertain the expediency and expense of erecting a pier in Stonington harbour, in the state of Connecticut, two hundred dollars.

Erecting pier in Stonington Harbor.

For defraying the expense of an examination of the public piers at Port Penn, Marcus Hook, and Fort Mifflin, in the river Delaware, in the states of Pennsylvania and Delaware, in order to determine the expediency and expense of repairing and improving the same, on hundred dollars.

Expense of examination of public piers at Port Penn, Marcushook, and Fort Mifflin.

For a survey of the Colbert Shoals, in the Tennessee river, to ascertain the nature of the obstructions, the practicability, the manner, and the expense of removing them, two hundred dollars.

Survey of Colbert shoals.

For removing the obstructions to the navigation of the Kennebec river, in the state of Maine, at Lovejoy's Narrows, four thousand dollars; no part of which sum shall be expended until a contract shall have been made for re-

Removing obstructions to navigation of Kennebec River.

[*] This cove has sometimes been called "Fishing Place Cove;" it is known also as "Sakonnet Point Harbor."

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moving said obstructions, agreeably to the plan proposed by the engineer employed to make a survey of said narrows.

Erection of piers, etc., at and near Saco.

For the erection of piers, placing beacons or buoys, and removing obstructions at, and near, the entrance into the harbour of Saco in the state of Maine, a sum not exceeding seven thousand dollars.

To be paid from Treasury.

SEC. 2. *And be it further enacted*, That the several sums hereby appropriated, shall be paid out of any money in the treasury not otherwise appropriated.

Approved, March 2, 1827.

Mar. 2, 1827. Vol. 4, p. 229.

CHAP. 47.—An Act To authorize the building of lighthouses and beacons, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

Secretary of Treasury to accept from State of Pennsylvania cession, etc.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby authorized to accept, from the state of Pennsylvania, the cession, to the United States, of the public piers, and the causeway leading thereto, which were built by said State, at Chester, in the Delaware river, and directed to cause said piers and causeway to be repaired by contract.

* * * * *

SEC. 4. *And be it further enacted*, That the following sums be, and the same are hereby, appropriated to accomplish the objects specified in this act, that is to say:

* * * * *

Public piers, etc., Chester.

For repairing the public piers and causeway at Chester, five thousand three hundred and eighty-three dollars and forty cents.

* * * * *

SEC. 5. *And be it further enacted*, That the sums hereby appropriated shall be paid out of any money in the treasury not otherwise appropriated.

Approved, March 2, 1827.

Mar. 2, 1827. Vol. 4, p. 234.

CHAP. 51.—An Act To grant a quantity of land to the State of Illinois, for the purpose of aiding in opening a canal to connect the waters of Illinois River with those of Lake Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Illinois, for the purpose of aiding the said State in opening a canal to unite the waters of the Illinois River with those of Lake Michigan, a quantity of land equal to one-half of five sections in width, on each side of said canal, and reserving each alternate section to the United States, to be selected by the commissioner of the land office, under the

Certain quantity of land to be allowed for opening canal to unite waters of Illinois River with those of Lake Michigan (Illinois and Michigan Canal).

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direction of the President of the United States, from one end of the said canal to the other; and the said lands shall be subject to the disposal of the legislature of the said State, for the purpose aforesaid, and no other: *Provided*, That the said canal, when completed, shall be and forever remain, a public highway for the use of the Government of the United States, free from any toll, or other charge, whatever, for any property of the United States, or persons in their service, passing through the same: *Provided*, That said canal shall be commenced within five years, and completed in twenty years, or the State shall be bound to pay to the United States the amount of any lands previously sold, and that the title to purchasers under the State shall be valid.

Proviso.

Proviso.

Duty of governor of State when canal is located, etc.

SEC. 2. *And be it further enacted*, That, so soon as the route of the said canal shall be located and agreed on by the said State, it shall be the duty of the governor thereof, or such other person or persons as may have been, or shall hereafter be, authorized to superintend the construction of said canal, to examine and ascertain the particular sections to which the said State will be entitled, under the provisions of this act, and report the same to the Secretary of the Treasury of the United States.

Power given to legislature.

SEC. 3. *And be it further enacted*, That the said State, under the authority of the legislature thereof, after the selection shall have been so made, shall have power to sell and convey the whole, or any part of the said land, and to give a title in fee simple therefor, to whomsoever shall purchase the whole, or any part thereof.

Approved, March 2, 1827.

CHAP. 56.—An Act To grant a certain quantity of land to the State of Indiana, for the purpose of aiding said State in opening a canal to connect the waters of the Wabash river with those of Lake Erie.

Mar. 2, 1827. Vol. 4, p. 236.

Certain quantity of land granted to State for opening canal to unite at navigable points waters of Wabash River with Lake Erie (Wabash and Erie Canal). 1834 c., 137; 1841, c. 12; 1845, c. 42.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That there be, and hereby is, granted to the state of Indiana, for the purpose of aiding the said state in opening a canal to unite at navigable points the waters of the Wabash river with those of Lake Erie, a quantity of land equal to one-half of five sections in width, on each side of said canal, and reserving each alternate section to the United States, to be selected by the commissioner of the land office, under the direction of the President of the United States, from one end thereof to the other; and the said land shall be subject to the disposal of the legislature of said state, for the purpose aforesaid, and no other: *Provided*, That the said canal, when completed, shall be, and forever remain, a public highway for the use of the government of the United States, free from any toll, or other charge,

Proviso.

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Proviso.

whatever, for any property of the United States, or persons in their service passing through the same: *Provided*, That said canal shall be commenced within five years, and completed in twenty years, or the state shall be bound to pay to the United States the amount of any lands previously sold, and that the title to purchasers under the state shall be valid.

Duty of governor of State, when canal is located, etc.

SEC. 2. *And be it further enacted*, That, so soon as the route of the said canal shall be located and agreed on by the said state, it shall be the duty of the governor thereof, or such other person or persons as may have been, or shall hereafter be, authorized to superintend the construction of said canal, to examine and ascertain the particular lands to which the said state will be entitled under the provisions of this act, and report the same to the Secretary of the Treasury of the United States.

Power given to legislature to sell.

SEC. 3. *And be it further enacted*, That the said state, under the authority of the legislature thereof, after the selection shall have been so made, shall have power to sell and convey the whole, or any part of the said land, and to give a title, in fee simple, therefor, to whomsoever shall purchase the whole or any part thereof.

Approved, March 2, 1827.

Mar. 3, 1827. Vol. 4, p. 241.

CHAP. 92.—An Act For improving the navigation of the Ohio River.

Snags, etc., to be removed.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That all snags, sawyers, stumps, logs, and obstructions of every description, which tend to endanger the steamboat navigation of the Ohio river, at any navigable stages of the water, and which present themselves, and are to be found on the banks and sides of the river, shall be removed so that the navigation of said river, may be rendered at all times safe: and the same shall be done under the supervision and direction of the Secretary of War, and through the aid of some practical agent acquainted with the situation of the river, its respective bars, islands, and danderous [dangerous] places and parts; and he shall likewise cause the channel of said river, at a part usually called the Grand Chain, near its mouth, so to be deepened by a proper channel formed, that at the usual state of the water, steamboats may be enabled safely to pass and repass the same.

$30,000 appropriated.

SEC. 2. *And be it further enacted*, That, for carrying this act into effect, the sum of thirty thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated.

Approved, March 3, 1827.

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CHAP. 15.—An Act To revive and continue in force "An Act declaring the assent of Congress to a certain Act of Maryland." Mar. 10, 1828. Vol. 4, p. 254.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the act passed the seventeenth day of March, in the year one thousand eight hundred, entitled "An Act declaring the assent of Congress to certain acts of the states of Maryland and Georgia," and which, by subsequent acts, has been revived and continued in force, until the third day of March, one thousand eight hundred and twenty-eight, be, and the same so far as relates to the act of Maryland, hereby is revived and continued in force, until the third day of March, one thousand eight hundred and thirty-eight: *Provided,* That nothing herein contained, shall authorize the demand of a duty on tonnage on vessels propelled by steam, employed in the transportation of passengers.

Act Mar. 17, 1880, c. 15, relative to levying tonnage duties at port of Baltimore, continued in force until Mar. 3, 1838.

Proviso. 1838, c. 34. Act Jan. 19, 1861, c. 11.

Approved, March 10, 1828.

CHAP. 18.—An Act Making appropriations for certain fortifications of the United States, for the year one thousand eight hundred and twenty-eight. Mar. 19, 1828. Vol. 4, p. 256.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated; to wit: for fortifications, to each specifically, as follows:

* * * * *

For preservation of Islands in Boston harbour, two thousand dollars.

Preservation of islands in Boston Harbor.

SEC. 2. *And be it further enacted,* That the several sums, hereby appropriated, shall be paid out of any money in the treasury not otherwise appropriated.

Paid from Treasury.

Approved, March 19, 1828.

CHAP. 56.—An Act Making appropriations for the improvement of certain harbours, the completion of the Cumberland road to Zanesville, the securing the lighthouse on the Brandywine shoal, and the making of surveys. May 19, 1828. Vol. 4, p. 275.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to wit:

* * * * *

To complete the removal of obstructions at the mouth of Grand river, in the state of Ohio, nine thousand one hundred and thirty-five dollars and eleven cents.

Removal of obstructions, Grand River (Fairport Harbor).

To complete the removal of obstructions at the mouth of Huron river, in the state of Ohio, four thousand four hundred and thirteen dollars and thirty-five cents.

Removal of obstructions, Huron River.

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Piers at Dunkirk Harbor.

To complete the erection of piers, at the mouth of Dunkirk harbour, in the state of New York, six thousand dollars.

* * * * *

Two piers at mouth of Oswego Harbor. Act Mar. 2, 1827, c. 46.

To complete the building of two piers at the mouth of Oswego harbour, in the State of New York, authorized by an act of Congress, approved the twentieth [second] of March last, entitled "An act to authorize the improving of certain harbours, the building of piers, and for other purposes," nine thousand five hundred and eighty-three dollars and thirty-nine cents.

Deepening channel of entrance into harbor of Presque Isle (Erie).

For deepening the channel of entrance, into the harbour of Presque Isle, six thousand two hundred and twenty-three dollars and eighteen cents.

Removal of obstructions in Ashtabula Creek, Ohio.

For completing the removal of obstructions at the mouth Ashtabula Creek, Ohio, two thousand four hundred and three dollars and fifty cents.

Removal of obstructions of Cunningham Creek, Ohio.

For completing the removal of obstructions at the mouth of Cunningham Creek, Ohio, one thousand five hundred and seventeen dollars and seventy-six cents.

Removing obstructions in Kennebec River.

For removing obstructions to the navigation of Kennebec river, at Lovejoy's Narrows, by removing the half tide and other rocks, in addition to the appropriation of last session, three thousand five hundred dollars.

* * * * *

Defraying expenses incidental to making examinations, etc., under act Apr. 30, 1824, c. 46.

Proviso.

For defraying the expenses incidental to making examinations and surveys, under the act of thirtieth April, one thousand eight hundred and twenty-four, thirty thousand dollars: *Provided*, That this appropriation shall not be construed into a Legislative sanction of any examination or survey which shall not be deemed of national importance, and within the provisions of the aforesaid act of the thirtieth April, one thousand eight hundred and twenty-four.

To complete pier at Buffalo, N. Y.

To complete a pier adjacent to a pier at Buffalo, in the State of New York, thirty-four thousand two hundred and six dollars.

Paid out of any money in Treasury.

SEC. 2. *And be it further enacted*, That the several sums, hereby appropriated, shall be paid out of any money in the Treasury not otherwise appropriated.

Approved, May 19, 1828.

May 23, 1828. Vol. 4, p. 288.

CHAP. 73.—An Act To authorize the improving of certain harbours, the building of piers, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, respectively appropriated, to be applied under the direction of the President of the United States, to accomplish the objects hereinafter mentioned; that is to say:

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For removing the sand bar at or near the mouth of Merimack river in the state of Massachusetts, by erecting piers, or other works, thirty-two thousand one hundred dollars.

Removing sand bar at or near mouth of Merrimac River, Mass.

For the preservation of Deer island, in Boston Harbour, in the state of Massachusetts, eighty-seven thousand dollars.

Preservation of Deer Island.

Towards erecting piers, or other works, at or near Stonington harbour, in the state of Connecticut, for the purpose of making the same a good and secure harbour, twenty thousand dollars.

Piers near Stonington, Harbor, Conn.

For repairing the public piers at Port Penn, Marcus Hook, and fort Mifflin, four thousand four hundred and thirteen dollars.

Repairing piers at Port Penn, etc.

For purchasing a dredging machine, to be worked by steam, and employing the same for the removal of the shoals forming obstructions to the navigation near Ocracock Inlet, in the state of North Carolina, twenty thousand dollars.

For purchasing dredging machine, etc.

Towards removing the sand bar at or near the mouth of Black river, in the state of Ohio, by the erection of piers, or other works, seven thousand five hundred dollars.

Black River (Lorain Harbor).

For removing obstructions in the Apalachicola river, in the territory of Florida, three thousand dollars.

Obstructions in Apalachicola River.

For improving the navigation of Red river, through, or around, that part of it called the Raft, situated in Louisiana and Arkansas, twenty-five thousand dollars, three thousand dollars in addition to a former appropriation for clearing out and deepening the harbor of Sackett's Harbour.

Improving navigation of Red River.

Sacketts Harbor.

For making a survey of the harbour of Nantucket, and the passage leading to it, and an estimate of the cost of improving and making the harbour a good and secure one, three hundred dollars.

Survey of harbor of Nantucket, etc.

For making a survey of Genessee river and harbour, in the state of New York, and estimates of the cost for improving the same, three hundred dollars.

Survey, Genesee River (Charlotte Harbor).

For surveying the mouth of Sandy creek, which discharges itself into Mexico bay, on Lake Ontario, in the state of New York, for the purpose of constructing a harbour at that place, and ascertaining the cost of the same, three hundred dollars.

Surveying mouth of Sandy Creek.

For making a survey and examination of the southern shore of Lake Ontario, in the state of New York, between Genessee and Oswego rivers, with a view to the improvement of the most accessible and commodious harbours on the frontier, by erecting piers, or other works, and estimates of the costs of the same, four hundred dollars.

Survey of southern shore of Lake Ontario.

For deepening the channel through the *pass au Heron*, near the Bay of Mobile, eighteen thousand dollars.

Deepening Pass au Heron, Mobile.

For deepening the channel at the mouth of Pascagoula river, seventeen thousand five hundred dollars, in addition to the sum before appropriated for that object.

Deepening Pascagoula River.

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Obstructions to navigation, Wabash River.

For surveying the obstructions to the navigation of the Wabash river, between its mouth and Eel river, five hundred dollars.

Mississippi and Ohio rivers.

Towards improving the navigation of the Mississippi and Ohio rivers, the sum of fifty thousand dollars.

Removing obstructions in Berwick Branch.

For removing obstructions in the Berwick branch of the Piscataqua river, eight thousand dollars.

Deepening channel, St. Marys Harbor, Ga.

For deepening the inland passage, or present channel, for navigation between the St. John's river in Florida, and St. Mary's harbour, in Georgia, the sum of thirteen thousand five hundred dollars.

Survey of river St. Marks, Fla.

For a survey of the river and harbour of St. Marks, in Florida, with a view to the practicability and expense of deepening the same, the sum of five hundred dollars.

* * * * *

Approved, May 23, 1828.

May 23, 1828. Vol. 4, p. 290.

CHAP. 75.—An Act To grant certain relinquished and unappropriated lands to the State of Alabama, for the purpose of improving the navigation of the Tennessee, Coosa, Cahawba, and Black Warrior rivers.

400,000 acres of relinquished lands in certain counties in Alabama granted to State to be applied to navigation. 1832, c. 301; 1833, c. 90; 1836, c. 119.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That four hundred thousand acres, of the relinquished lands in the counties of Madison, Morgan, Limestone, Lawrence, Franklin, and Lauderdale, in the State of Alabama, be, and the same is [are] hereby, granted to said state, to be applied to the improvement of the navigation of the Muscle Shoals, and Colbert's Shoals, in the Tennessee river, and such other parts of said river within said State as the legislature thereof may direct: But if there shall not be four hundred thousand acres of relinquished unappropriated land in said counties, the deficiency to be made up out of any unappropriated lands in the county of Jackson, in said State.

Price at which land is to be sold.

SEC. 2. *And be it further enacted*, That said state of Alabama, shall have power to sell, dispose of and grant said land, for the purposes aforesaid, at a price not less than the minimum price of the public lands of the United States, at the time of such sale.

Improvements. 1830, c. 79.

SEC. 3. *And be it further enacted*, That the said state of Alabama shall commence said improvements within two years after the passage of this act, and complete the same within ten years thereafter.

Grant of all lands to become null and void if applied to any other object whatever.

SEC. 4. *And be it further enacted*, That if said state of Alabama shall apply the lands hereby granted, or the proceeds of the sales, or any part thereof, to any other use or object whatsoever, than as directed by this act, before said improvements shall have been completed, the said grant for all lands then unsold shall thereby become null and void; and the said state of Alabama shall become liable and bound to pay to the United States the amount for which

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said land, or any part thereof, may have been sold, deducting the expenses incurred in selling the same.

Improvements of navigation shall be commenced, etc.

SEC. 5. *And be it further enacted*, That the improvements of said navigation shall be commenced at the lowest point of obstruction in said river, within said state, continued up the same until completed, and be calculated for the use of steamboats, according to such plan of construction as the United States' engineers, appointed to survey and report thereon, may recommend, and the President of the United States approve: *Provided*, That such plan shall embrace, if practicable, a connexion [*sic*] of the navigation of Elk river, with the said improvements.

1831, c. 23.

Proviso.

Surplus of grant to be applied, etc.

SEC. 6. *And be it further enacted*, That after the completion of said improvements, the surplus of said grant, if any, shall be applied to the improvement of the navigation of the Coosa, Cahawba, and Black Warrior rivers, in said state, under the direction of the Legislature thereof.

Rivers, when improved, to be ever free from toll for all property belonging to United States, etc.

SEC. *And be it further enacted*, That the said rivers, when improved as aforesaid, shall remain forever free from toll for all property belonging to the government of the United States, and for all persons in their service, and for all the citizens of the United States, unless a toll shall be allowed by act of Congress.

Approved, May 23, 1828.

CHAP. 76.—An Act Making an appropriation for the erection of a breakwater near the mouth of Delaware bay.

May 23, 1828. Vol. 4, p. 290.

Delaware Breakwater, Del.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States cause to be made near the mouth of Delaware bay, a breakwater.

$250,000 appropriated.

SEC. 2. *And be it further enacted*, That the sum of two hundred and fifty thousand dollars be, and it hereby is, appropriated, towards the accomplishment of that object, and that the same be paid out of any money in the Treasury not otherwise appropriated.

Approved, May 23, 1828.

CHAP. 86.—An Act Authorizing a subscription to the stock of the Chesapeake and Ohio Canal Company.

May 24, 1828. Vol. 4, p. 293.

Secretary of Treasury to subscribe for 10,000 shares of capital stock of Chesapeake and Ohio Canal Co.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to subscribe, in the name and for the use of the United States, for ten thousand shares of the capital stock of the Chesapeake and Ohio Canal Company, and to pay for the same, at such times, and in such proportions, as shall be required of and paid by the stockholders, generally, by the rules and regulations of the company, out

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of the dividends which may accrue to the United States upon their bank stock in the bank of the United States: *Provided*, That not more than one-fifth part of the sum, so subscribed for the use of the United States, shall be demanded, in any one year, after the organization of the said company; nor shall any greater sum be paid on the shares so subscribed for, than shall be proportioned to assessments made on individual or corporate stock-holders: *And provided, moreover*, That, for the supply of water to such other canals as the state of Maryland, or Virginia, or the Congress of the United States, may authorize to be constructed, in connection with the Chesapeake and Ohio Canal, the section of the said canal leading from the head of the Little Falls of the Potomac river, to the proposed basin, next above Georgetown, in the District of Columbia, shall have the elevation, above the tide of the river at the head of the said falls, and shall preserve, throughout the whole section aforesaid, a breadth, at the surface of the water, of not less than sixty feet, and a depth, below the same, of not less than five feet, with a suitable breadth at bottom.

Proviso.

Proviso.

Secretary of Treasury to vote for president, etc., of company, according to number of shares purchased.

SEC. 2. *And be it further enacted*, That the said Secretary of the Treasury shall vote for the president and directors of the said company, according to such number of shares as the United States may at any time hold in the stock, thereof, and shall receive, upon the said stock, the proportion of the tolls which shall, from time to time, be due to the United States for the shares aforesaid; and shall have and enjoy, in behalf of the United States, every other right of a stockholder in the said company.

Approved, May 24, 1828.

May 24, 1828. Vol. 4, p. 308.

CHAP. 110.—An Act Declaring the assent of Congress to an Act of the State of Alabama.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the assent of Congress be, and hereby is, granted to the operation of an act of the general assembly of the state of Alabama, passed on the tenth day of January, one thousand eight hundred and twenty-seven, entitled "An act to incorporate the Cahawba Navigation Company."

Assent of Congress given to act of Alabama, Jan. 10, 1827.

Approved, May 24, 1828.

Mar. 2, 1829. Vol. 4, p. 345.

CHAP. 25.—An Act Making appropriations for building lighthouses and beacons, and placing buoys, and for improving harbours and directing surveys.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

Sums of money to be placed at disposition of President.

SEC. 2. *And be it further enacted*, That the sums of money appropriated by this section be, and the same are hereby, directed to be paid out of any money in the treasury not otherwise appropriated, and placed at the dispo-

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sition of the President of the United States, for the following specified purposes or objects, to wit:

State of Maine: Five thousand dollars for repairing the pier on the eastern side of the channel at the entrance of Kennebunk river; and — Kennebunk River, etc., Me.

Three hundred dollars for surveying the ship channel of Penobscot river, from Whitehead to Bangor, and ascertaining the cost of improving the navigation of the same, and proper sites for spindles and buoys. — Penobscot River, Me.

State of New Hampshire: Sixty dollars for making a survey of Cochecho branch of Piscataqua river, from Dover falls to its confluence with the Piscataqua, for the purpose of ascertaining the practicability of removing obstructions to navigation and the cost. — Piscataqua River, etc., N. H.

State of Massachusetts: One hundred and eighty dollars for surveying North river, between Scituate and Marshfield, to ascertain the expediency of removing obstructions at the mouth of the same, and to make an estimate of the cost. — North River, etc., Mass.

One hundred and fifty dollars for examining the piers erected at Sandy bay, to report the condition of the same, and what works are necessary to make a good and safe harbour, at that place, together with an estimate of the cost. — Sandy Bay (Rockport Harbor), Mass.

Thirty thousand dollars for removing the bar at the mouth of the harbour of Nantucket. — Nantucket, Mass.

Two thousand five hundred dollars for extending the pier on which the light house is built, at the entrance of Edgartown harbour, to the shore; and — Edgartown Harbor, Mass.

One hundred and fifty dollars to survey the harbour at Bass river, between Yarmouth and Dennis, to ascertain the practicability and expense of improving the said harbour. — Bass River, Mass.

State of Connecticut: Six thousand and ninety-seven dollars for improving the navigation of Mill river by removing obstructions in the said river, and constructing such works as will prevent the sand from filling up the channel of the same. — Mill River (Southport Harbor), Conn.

One hundred and fifty dollars for making a survey of the river Thames, with a view to improve the navigation of the same, and the cost of such improvements. — Thames River, Conn.

One hundred and thirty dollars for making a survey of the harbour of Westbrook, near the mouth of Connecticut river, with a view to the improvement of the said harbour, and for ascertaining the cost of such improvement. — Westbrook Harbor, Conn.

Eighty dollars for making a survey of the harbour of Norwalk, with a view to its improvement. — Norwalk Harbor, Conn.

One hundred dollars for making a survey of the harbour of Stamford, with a view to its improvement. — Stamford Harbor, Conn.

* * * * *

State of New York: One hundred and fifty dollars for surveying the bar at the mouth of Sag Harbour, to ascertain the best method of preventing the harbour being filled up with sand, and the cost of the same. — Sag Harbor, N. Y.

Thirty thousand dollars for extending the pier of Black Rock harbour, at the outlet of Lake Erie, to a point opposite Bird's Island. — Black Rock Harbor, N. Y.

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Sodus Bay, N. Y.

For removing obstructions at the entrance of the harbour at Big Sodus Bay, on Lake Ontario, twelve thousand five hundred dollars.

Genesee River (Charlotte Harbor), N. Y.

For the improvement of the navigation of the Genneseee river, in the state of New York, ten thousand dollars.

Flat Beach, N. J.

State of New Jersey: One hundred dollars for surveying Flatbeach, alias Tucker's Island, situated between Old and New Inlet, with a view to preserve the anchorage of the port, and to report an estimate of the cost of such improvements as may be necessary to effect those objects.

Marcus Hook, Pa.

State of Pennsylvania: Five thousand dollars for repairing the piers at Marcus Hook: for filling up the sluice between the said piers, and improving the harbour of Marcus Hook, by the removal of obstructions.

Deep Creek, Va.

State of Virginia: Eighty dollars for making a survey of Deep creek, or branch of the South branch of Elizabeth river, for the purpose of improving the navigation of the same, and an estimate of cost.

Pasquotank River, N. C.

State of North Carolina: Eighty dollars for making a survey of Pascotank river, for removing bars, or obstructions in the same, and an estimate of the cost.

Ocracoke Inlet, N. C.

Twenty-one thousand dollars, being an additional appropriation, for effecting the removal of the shoals forming obstructions to navigation near Ocracock Inlet; and

Cape Fear River, N. C.

Twenty thousand dollars for improving the navigation of Cape Fear river, between the town of Wilmington and the mouth of the said river.

* * * * *

Conneaut Creek, Ohio.

State of Ohio: Seven thousand five hundred dollars for improving the navigation of Conneaut creek, by removing the bar at the mouth of the same.

Teche Bayou, La.

State of Louisiana: Two hundred dollars for making a survey of the entrance of the river Teche, with a view to improve and shorten the navigation of the same, and an estimate of the cost of such improvements.

Mississippi River, La.

Five hundred dollars for making a survey at the passes, at the mouth of the Mississippi, with a view to improvements in the navigation, and building lighthouses and buoys.

* * * * *

Mobile Harbor, Ala.

State of Alabama: Twenty thousand dollars, the sum required for completing improvements in the harbour of Mobile.

St. Augustine Harbor, Fla.

Territory of Florida: Three hundred dollars for making a survey of the harbour of St. Augustine, and the bar at or near the entrance of the same, with a view to remove the latter, and to render the access to the harbour safe at all times, and to make an estimate of the cost of accomplishing that object; and

St. Marks Harbor, Fla.

Six thousand five hundred dollars for improving the harbour of St. Mark's, by removing obstructions in the same.

Approved, March 2, 1829.

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CHAP. 26.—An Act Making additional appropriations for the military service in the United States, for the year one thousand eight hundred and twenty-nine. Mar. 2, 1829. Vol. 4, p. 348.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

The following sums, transferred to the surplus fund, on the thirty-first of December, one thousand eight hundred and twenty-eight, are hereby reappropriated: Transfers to surplus fund reappropriated.

For the preservation of the point of land forming Provincetown harbour, appropriated by act of twentieth of May, one thousand eight hundred and twenty-six, three thousand five hundred dollars. Provincetown Harbor. 1826, c. 78.

For removing obstructions in the harbour of Mobile, appropriated by act of twentieth of May, one thousand eight hundred and twenty-six, two thousand eight hundred and seventy-one dollars and twenty-two cents. Mobile Harbor, 1826, c. 78.

For piers at Newcastle, appropriated by act of the twentieth of May, one thousand eight hundred and twenty-six, seventeen thousand eight hundred and ninety-five dollars and ninety-nine cents. Newcastle. 1826, c. 78.

* * * * *

SEC. 3. *And be it further enacted*, That the several sums, hereby appropriated, shall be paid out of any money in the treasury not otherwise appropriated. Appropriations to be paid out of Treasury.

Approved, March 2, 1829.

CHAP. 27.—An Act Authorizing the subscription of stock in the Chesapeake and Delaware Canal Company, and in the Dismal Swamp Canal Company. Mar. 2, 1829. Vol. 4, p. 350.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled. That the Secretary of the Treasury be, and he is hereby, authorized and directed to subscribe, in the name and for the use of the United States, for seven hundred and fifty shares of the capital stock of the Chesapeake and Delaware Canal Company; and, also, for two hundred shares of the capital stock in the Dismal Swamp Canal Company, and pay for the same, at such times, and in such proportions, as may be required by the said companies respectively; to be paid out of any money in the Treasury not otherwise appropriated. Secretary of Treasury to subscribe for 750 shares of Chesapeake and Delaware Canal. Secretary of Treasury to subscribe for 200 shares of Dismal Swamp Canal.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury shall vote for president and directors of the said companies respectively, according to such number of shares, and shall receive upon the said stock the proportion of the tolls which shall, from time to time, be due to the United States for the shares expended. Secretary of Treasury to vote for president and directors, and receive dividends.

Approved, March 2, 1829.

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Mar. 2, 1829. Vol. 4, p. 351.

CHAP. 29.—An Act Making appropriations for completing certain roads, and for making examinations and surveys.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby appropriated, to wit:

* * * * *

Surveys, etc., under act Apr. 30, 1824, c. 46.

For defraying the expenses incidental to making examinations and surveys under the act of thirtieth of April, one thousand eight hundred and twenty-four, thirty thousand dollars.

* * * * *

SEC. 2. *And be it further enacted,* That the several sums, hereby appropriated, shall be paid out of any money in the treasury not otherwise appropriated.

Approved, March 2, 1829.

Mar. 2, 1829. Vol. 4, p. 353.

CHAP. 33.—An Act To authorize a subscription for stock on the part of the United States, in the Louisville and Portland Canal Company.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized and directed to subscribe for or purchase, in the name and for the use of the United States, any stock which may have been forfeited to the company, and which shall be undisposed of on the fourth day of March next, not exceeding thirteen hundred and fifty shares of the Capital Stock of the Louisville and Portland Canal Company; and to pay for the same, when called upon by said Company, out of any money in the Treasury not otherwise appropriated: *Provided,* Said shares can be had for a sum not exceeding one hundred dollars each.

Forfeited stock in Louisville and Portland Canal to be purchased by United States.

Secretary of Treasury to vote, etc.

SEC. 2. *And be it further enacted,* That the said Secretary of the Treasury shall vote for president and directors of said company, according to such number of shares, and shall receive upon the said stock, the proportion of the tolls which shall, from time to time, be due to the United States for the stock aforesaid.

Approved, March 2, 1829.

Mar. 2, 1829. Vol. 4, p. 356.

CHAP. 37.—An Act Making additional appropriations for certain fortifications of the United States, for the year one thousand eight hundred and twenty-nine.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, in addition to the several sums appropriated by the act of the twenty-fourth of May, one thousand

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eight hundred and twenty-eight, for certain fortifications of the United States, for the first quarter of the year one thousand eight hundred and twenty-nine, to wit: for fortifications, to each specifically, as follows:

* * * * *

For completion of the sea wall for the preservation of George's Island, in Boston harbour, seven thousand three hundred and ten dollars and fifty-four cents. Boston Harbor.

SEC. 2. *And be it further enacted*, That the several sums, hereby appropriated, shall be paid out of any money in the treasury not otherwise appropriated.

Approved, March 2, 1829.

CHAP. 52.—An Act Making additional appropriations for completing and repairing piers, for the improvement of certain harbours, and of the navigation of certain rivers. Mar. 3, 1829. Vol. 4, p. 363.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to wit:

For repairing the damages sustained by the piers under construction at the mouth of Oswego river, from a severe gale in October last, seven thousand four hundred and seventy-two dollars. Piers at Oswego River.

For closing the breach made in the peninsula at Presque Isle Bay, Pennsylvania, seven thousand three hundred and ninety dollars and twenty-five cents. Presque Isle Bay (Erie Harbor).

For completing the erection of piers at the mouth of Dunkirk harbour, in the State of New York, nine thousand eight hundred and twelve dollars and seventy-five cents. Dunkirk Harbor.

For completing the removal of obstructions at the mouth of Ashtubula Creek, Ohio, six thousand nine hundred and forty dollars and twenty-five cents. Ashtabula Creek.

For completing the removal of obstructions at the mouth of Cunningham Creek, Ohio, two thousand nine hundred and fifty-six dollars. Cunningham Creek.

For improving Cleveland harbour, Ohio, twelve thousand one hundred and seventy-nine dollars. Cleveland Harbor.

For completing the removal of obstructions at the mouth of Huron river, Ohio, five thousand nine hundred and thirty-five dollars. Huron River.

For completing a pier at La Plaisance bay, Michigan territory, two thousand three hundred and eighteen dollars. La Plaisance Bay.

For continuing to improve the navigation of the Ohio and Mississippi rivers, fifty thousand dollars. Ohio and Mississippi rivers.

For removing obstructions in the Savannah river, below the city of Savannah, in Georgia, being a balance of appropriations carried to the surplus fund on the thirty-first of December, one thousand eight hundred and twenty-eight, twenty-four thousand four hundred and ninety dollars. Reappropriation of balance for Savannah River carried to surplus fund.

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SEC. 2. *And be it further enacted*, That the several sums, hereby appropriated, shall be paid out of any money in the Treasury not otherwise appropriated.

Approved, March 3, 1829.

Apr. 23, 1830. Vol. 4, p. 394.

CHAP. 72.—An Act Making additional appropriations for the improvement of certain harbours, and for removing obstructions at the mouths of certain rivers, for the year one thousand eight hundred and thirty.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums of money be, and the same are hereby, appropriated for carrying on and completing certain works heretofore commenced, to be paid out of any money in the treasury, not otherwise appropriated, viz:

Appropriations for continuance of certain works.

Huron River. For removing obstructions at the mouth of Huron river, Ohio, one thousand eight hundred and eighty dollars and thirty-six cents.

Grand River (Fairport Harbor). For completing the removal of obstructions at the mouth of Grand River, Ohio, five thousand five hundred and sixty-three dollars and eighteen cents.

Cleveland Harbor. For completing the improvements of Cleaveland harbour, Ohio, one thousand seven hundred and eighty-six dollars and fifty-six cents.

Black River (Lorain Harbor). For removing sand-bar at or near the mouth of Black river, Ohio, eight thousand five hundred and fifty-nine dollars and seventy-seven cents.

Conneaut Creek. For improving the navigation of Conneaut creek, Ohio, six thousand one hundred and thirty five dollars and sixty-five cents.

Dunkirk Harbor. For completing piers at the mouth of Dunkirk harbour, New York, one thousand three hundred and forty-two dollars and seventy-five cents.

Buffalo Harbor. For completing piers at Buffalo harbour, New York, fifteen thousand four hundred and eighty-eight dollars.

Black Rock, N. Y. For extending the pier at Black Rock, three thousand one hundred and ninety-eight dollars.

Genesee River (Charlotte Harbor). For improving the navigation of Genesee river, New York, thirteen thousand three hundred and thirty-five dollars.

Great Sodus Bay. For removing obstructions at the mouth of Big Sodus bay, New York, fifteen thousand two hundred and eighty dollars.

Merrimac River. For completing the removal of the sand-bar at or near the mouth of Merrimack river, Massachusetts, three thousand five hundred and six dollars and seventy-two cents.

Plymouth beach. For the preservation of Plymouth beach, Massachusetts, one thousand eight hundred and fifty dollars.

Stonington Harbor. For erecting piers or other works at or near Stonington harbour, Connecticut, sixteen thousand four hundred and ninety-one dollars and sixty-seven cents.

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For deepening an inland passage between St. John's and St. Mary's rivers, fifteen hundred dollars. Passage between St. Johns, etc.

For improving the navigation of the Mississippi and Ohio rivers, fifty thousand dollars. Mississippi and Ohio Rivers.

For removing obstructions to the navigation of the Kennebec river, at Lovejoy's narrows, Maine, five thousand dollars. Kennebec River.

For improving the harbours of New Castle, Marcus Hook, Chester, and Port Penn, in the Delaware river, ten thousand dollars. Harbors of Newcastle, etc.

For improving the Cape Fear river, below Wilmington, North Carolina, twenty-five thousand six hundred and eighty-eight dollars. Cape Fear River.

For completing the removal of obstructions in the Appalachicola river, in Florida, two thousand dollars. Apalachicola River.

For completing the removal of obstructions in the river and harbour of St. Marks in Florida, ten thousand dollars. St. Marks River.

For completing the breakwater at Hyannis harbour, in Massachusetts, six thousand five hundred and seventeen dollars and eighty-two cents. Breakwater at Hyannis.

For carrying on the works of the Delaware breakwater, for the year one thousand eight hundred and thirty, one hundred thousand dollars; and for carrying on the same works during the first quarter of one thousand eight hundred and thirty-one, sixty-two thousand dollars. Delaware Breakwater.

Approved, April 23, 1830.

CHAP. 79.—An Act To extend the time for commencing the improvement of the navigation of the Tennessee River. Apr. 24, 1830. Vol. 4, p. 397.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the time for commencing the improvement of the navigation of the Tennessee river, under an act of Congress "to grant certain relinquished and unappropriated lands to the state of Alabama, for the purpose of improving the navigation of the Tennessee, Cahawba, and Black Warrior rivers," approved the twenty-third day of May, one thousand eight hundred and twenty-eight, be, and the same is hereby, extended to the first day of December next. Time for commencing, etc., extended to Dec. 1, 1830. Act May 23, 1828, c. 75.

Approved, April 24, 1830.

CHAP. 84.—An Act For the re-appropriation of certain unexpended balances of former appropriations. Apr. 30, 1830. Vol. 4, p. 397.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums, being unexpended balances of former appropriations for sundry objects of the service of the War Department, * * * which remained in the Treasury on the last day of the year one thousand eight hundred and twenty-nine, and are now subject to the provisions of Reappropriation of balances carried to surplus fund.

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the law directing such balances to be carried to the account of the surplus fund, be, and the same are hereby reappropriated to to the several objects, respectively, of their original appropriation.

* * * * *

Saugatuck River, Conn.

For the removing obstructions in the Saugatuck river, twenty-eight dollars.

La Plaisance Bay.

For the building of piers at the entrance of La Plaisance bay, eighty-nine dollars and eleven cents.

* * * * *

Approved, April 30, 1830.

May 31, 1830. Vol. 4, p. 427.

CHAP. 232.—An Act Making appropriations for examinations and surveys, and also, for certain works of internal improvements.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, viz:

Examinations and surveys.

Apr. 30, 1824, c. 46.

For defraying the expenses incidental to making examinations and surveys for national works, under the act of thirtieth April, one thousand eight hundred and twenty-four, including five thousand one hundred and four dollars and twenty-seven cents, for arrearages on account of surveys and office rent, in the years one thousand eight hundred and twenty-six, one thousand eight hundred and twenty-seven, and one thousand eight hundred and twenty-eight, thirty thousand dollars.

$30,000.

* * * * *

Canal between waters of Atlantic and Gulf of Mexico.

For completing the survey and estimate of a canal to connect the waters of the Atlantic with the Gulf of Mexico, ten thousand four hundred dollars. And it shall be the duty of the Secretary of War to cause a detailed report to be made out, showing the practicability or impracticability of making a ship or other canal, and the reasons for either, with an estimate of the probable expense and advantages of such canal as may be considered practicable.

* * * * *

Approved, May 31, 1830.

Feb. 12, 1831. Vol. 4, p. 441.

CHAP. 23.—An Act To amend the Act granting "certain relinquished and unappropriated lands to the State of Alabama, for the purpose of improving the navigation of the Tennessee, Coosa, Cahawba, and Blackwarrior rivers," approved the twenty-third day of May, one thousand eight hundred and twenty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That it shall and may be lawful for the state of Alabama, by the board of canal commissioners appointed by her for that purpose, to contract for and construct that part of the canal round the Muscle shoals, beginning at Camp-

State of Alabama authorized to contract, etc.

Act May 23, 1828, c. 75.

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bell's ferry, and running up the river to Lamb's ferry, before they contract for, or complete that part of the said contemplated canal between Campbell's ferry and Florence; any thing in the act to which this is an amendment to the contrary notwithstanding.

United States engineers to furnish plan.

SEC. 2. *And be it further enacted*, That it shall be the duty of the engineers of the United States who have this matter in charge, to furnish to said board of commissioners, as soon as practicable, a plan of that section of the canal above contemplated first to be executed, connecting it with the river at or near to Campbell's ferry, and at the most eligible point at, or immediately below Lamb's ferry, on the cheapest practicable plan, in conformity with said original act, to be approved by the President of the United States.

Plan prescribed.

SEC. 3. *And be it further enacted*, That the section of said canal above Lamb's ferry, shall, by said engineers, be so planned as to connect it with the deep water in the river at or above Lamb's ferry; and the section below Campbell's ferry, shall, in like manner, be connected with the deep water at or below said last-mentioned ferry.

Approved, February 12, 1831.

Mar. 2, 1831. Vol. 4, p. 450.

CHAP. 38.—An Act Making appropriations for certain fortifications during the year one thousand eight hundred and thirty-one.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the treasury, for certain fortifications, viz:

Georges Island.

For the preservation of George's Island, Boston harbour, five thousand dollars.

* * * * *

Approved, March 2, 1831.

Mar. 2, 1831. Vol. 4, p. 459.

CHAP. 56.—An Act Making additional appropriations for the improvement of certain harbours, and removing obstructions in the mouths of certain rivers.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, for carrying on and completing certain works heretofore commenced, to be paid out of any money in the Treasury not otherwise appropriated, viz:

Huron River.

For removing obstructions at the mouth of Huron river, Ohio, three thousand four hundred and eighty dollars.

Black River (Lorain Harbor).

For removing sand bar at or near the mouth of Black river, Ohio, nine thousand two hundred and seventy-five dollars.

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Cleveland Harbor.

For completing the improvement of Cleaveland harbour, Ohio, three thousand six hundred and seventy dollars.

Grand River (Fairport Harbor).

For completing the removal of obstructions at the mouth of Grand river, Ohio, five thousand six hundred and eighty dollars.

Ashtabula Creek.

For completing the removal of obstructions at the mouth of Ashtabula creek, Ohio, seven thousand and fifteen dollars.

Conneaut Creek.

For improving the navigation of Conneaut creek, Ohio, six thousand three hundred and seventy dollars.

Presque Isle (Erie Harbor).

For completing the improvement of the harbour of Presque isle, Pennsylvania, one thousand seven hundred dollars.

Genesee River (Charlotte Harbor).

For improving the navigation of Genesee river, New York, sixteen thousand six hundred and seventy dollars.

Great Sodus Bay.

For removing obstructions at the mouth of Big Sodus bay, New York, seventeen thousand four hundred and fifty dollars.

Oswego.

For completing piers at Oswego, New York, two thousand eight hundred and twelve dollars and ninety-two cents.

Contractors.

For claim of contractors for losses by storms in eighteen hundred and twenty-nine, five hundred and nineteen dollars.

For balance due contractors for said piers, eighty-four dollars and ninety-two cents.

Oswego.

For securing the works of Oswego harbour, New York, by a stone pier-head and mole, eighteen thousand six hundred dollars.

Buffalo.

For completing the pier at the mouth of Buffalo harbour, New York, twelve thousand nine hundred dollars.

Dunkirk.

For securing and completing the works at the harbour of Dunkirk, New York, six thousand four hundred dollars.

Provincetown.

For further protection and preservation of the beach of Provincetown, Massachusetts, two thousand and fifty dollars.

Merrimac breakwater.

For the repair and completion of the breakwater at the mouth of Merrimack river, Massachusetts, sixteen thousand dollars.

Kennebunk River.

For completing repairs to piers at the entrance of Kennebunk river, Maine, one thousand one hundred and seventy-five dollars.

Deer Island.

For completing the sea wall for the preservation of Deer island, Boston harbour, Massachusetts, twelve thousand three hundred and ninety dollars.

Plymouth beach.

For repairing Plymouth beach, Massachusetts, two thousand eight hundred and twenty dollars.

Hyannis breakwater.

For completing the breakwater at Hyannis harbour, Massachusetts, eight thousand four hundred dollars.

Nantucket.

For removing the bar at the mouth of Nantucket harbour, Massachusetts, eight thousand two hundred and sixty-five dollars.

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For improving the harbours of New Castle, Marcus Hook, Chester, and Port Penn, in the Delaware river, four thousand dollars. Newcastle, etc.

For improving Cape Fear river, below Wilmington, North Carolina, twenty-five thousand seven hundred and five dollars. Cape Fear River.

For carrying on the works for the improvements of Ocracock inlet, in North Carolina, seventeen thousand dollars. Ocracoke Inlet.

For completing the removal of obstructions in the river and harbour of St. Mark's, Florida, [*sic*] seven thousand four hundred and thirty dollars. St. Marks.

For completing the removal of obstructions in the Appalachicola river, Florida, eight thousand dollars. Apalachicola River.

For arrearage due Major Birch for survey of the raft of Red River, Louisiana, one hundred and eighty-seven dollars and fifty cents. Red River.

For arrearage due the superintendent of the works at Black Rock harbour, New York, one thousand eight hundred dollars. Black Rock.

For arrearage due for materials delivered to the works at Dunkirk harbour, New York, seven hundred and two dollars, fifty cents. Dunkirk.

For carrying on the work of the Delaware breakwater, two hundred and eight thousand dollars. Delaware Breakwater.

Approved, March 2, 1831.

CHAP. 58.—An Act Making appropriations for carrying on certain roads and works of internal improvement, and for providing for surveys. Mar. 2, 1831. Vol. 4, p. 462.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated to the several objects respectively herein named, to be applied during the year one thousand eight hundred and thirty-one, the same to be paid out of any money in the Treasury not otherwise appropriated, viz:

* * * * *

For defraying the expenses incidental to making examinations and surveys under the act of the thirtieth day of April, one thousand eight hundred and twenty-four, twenty-five thousand dollars. Surveys, etc. 1824, c. 46.

For improving the navigation of the Ohio and Mississippi rivers, to be expended under the existing laws, fifty thousand dollars. Navigation of Ohio and Mississippi rivers.

That the sum of one hundred and fifty thousand dollars be, and the same is hereby appropriated to the improvement of the navigation of the Ohio and Mississippi rivers from Pittsburg to New Orleans, in removing the obstructions in the channels at the shoal places and ripples, and by such other means as may be deemed best for the deepening of

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To be expended under direction of President.

the channels of the Ohio River, which said sum shall be expended under the direction of the President of the United States, by the superintendent appointed to execute said works of improvement; and the President is hereby authorized and required to take bond with approved security in fifty thousand dollars conditioned for the faithful performance of the duties required of him under such instructions as may be given him for the improvement of the navigation of said rivers, and that an officer of engineers be associated with said superintendent, with authority to suspend the operation of any work, or payment of any account, until the order of the President is received.

* * * * *

Approved, March 2, 1831.

Feb. 24, 1832. Vol. 4, p. 497.

CHAP. 27.—An Act Making appropriations for fortifications for the year one thousand eight hundred and thirty-two.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and they are hereby, appropriated, for fortifications for the year one thousand eight hundred and thirty-two, viz:

* * * * *

Georges Island (Boston Harbor).

For the preservation of George's Island, nine thousand dollars.

* * * * *

Approved, February 24, 1832.

July 3, 1832. Vol. 4, p. 551.

CHAP. 153.—An Act Making appropriations for certain internal improvements for the year one thousand eight hundred and thirty-two.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be appropriated for the purpose of making the improvements hereinafter enumerated, viz:

Appropriations.

Kennebec River, Me.

For removing obstructions to the navigation of Kennebeck river, at Lovejoy's Narrows, Maine, including a balance of former appropriations, of two thousand five hundred and seventy-nine dollars and sixty-eight hundredths, carried to the surplus fund, two thousand six hundred dollars.

Plymouth beach, Mass.

For repairing Plymouth Beach, Massachusetts, two thousand five hundred dollars.

Provincetown, Mass.

For further protection and preservation of the Beach at Provincetown, Massachusetts, four thousand six hundred dollars.

Pass au Heron, Ala.

1828, c. 73.

For deeping the channel through the Pass au Heron, Alabama, being the balance of the appropriation of one thousand eight hundred and twenty-eight, carried to the surplus fund, first January, one thousand eight hundred and thirty-one, six thousand and fifty dollars.

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For deepening the channel at Pascagoula river, being the balance of the appropriation of one thousand eight hundred and twenty-five, carried to the surplus fund the first of January, one thousand eight hundred and thirty, fifteen thousand nine hundred dollars.. Pascagoula River, Ala.

For improving the navigation of the Red river, Louisiana, and Arkansas, being the balance of the appropriation of one thousand eight hundred and twenty-eight, carried to the surplus fund, two thousand six hundred and twenty-eight dollars, and the further sum of twenty thousand dollars. Red River, La. and Ark. 1828, c. 73.

For carrying on the work of the Delaware breakwater, two hundred and seventy thousand dollars. Delaware Breakwater, Del.

* * * * *

For the completion of the improvement of the harbour and river Saint Marks, in Florida, as recommended by the chief engineer, four thousand five hundred dollars. St. Marks River, Fla.

For completing repairs to piers at the entrance of Kennebunk river, Maine, one thousand seven hundred dollars. Kennebunk River, Me.

For removing obstructions in the Berwick branch of the Piscataqua river, two hundred and fifty dollars. Piscataqua River, Me.

For completing the sea-wall for the preservation of Deer Island, Boston harbour, sixty thousand dollars. Deer Island, Mass.

For completing the breakwater at Hyannis harbour, Massachussets, seven thousand six hundred dollars. Breakwater at Hyannis, Mass.

For removing the bar at the mouth of Nantucket harbour, six thousand dollars. Nantucket, Mass.

For completing the breakwater and dyke, and deepening the channel, in the harbor of Mill river, in Connecticut, four thousand four hundred and ninety dollars and forty-three cents. Mill River (Southport Harbor).

For completing the pier and mole at Oswego, New York, nineteen thousand dollars. Oswego, N. Y.

For removing obstructions at the mouth of Big Sodus bay, New York, seventeen thousand dollars. Great Sodus Bay, N. Y.

For improving the entrance of Genesee river, sixteen thousand dollars. Genesee River (Charlotte Harbor), N. Y.

For completing the pier at the mouth of Buffalo harbour, ten thousand three hundred dollars. Buffalo Harbor, N. Y.

For the work at Black Rock harbour, New York, five thousand one hundred dollars. Black Rock, N. Y.

For securing and completing the work at Dunkirk harbour, New York, ten thousand two hundred dollars. Dunkirk, N. Y.

For completing the improvement of the harbor at Presque Isle, Pennsylvania, four thousand five hundred dollars. Presque Isle (Erie) Harbor.

For improving the harbours of New Castle, Marcus Hook, Chester, and Port Penn, on the Delaware, ten thousand dollars. Newcastle, etc., Pa.

For carrying on the work for the improvement of Ocracoke inlet, North Carolina, twenty-two thousand dollars. Ocracoke Inlet, N. C.

For improving Cape Fear river, below Wilmington, North Carolina, twenty-eight thousand dollars. Cape Fear River, N. C.

For improving the navigation of the Ohio, Missouri, and Mississippi rivers, fifty thousand dollars. Ohio, Missouri and Mississippi rivers.

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President authorized to improve steamboat navigation from Pittsburg to Brownsville, and to extend provisions of act of May 24, 1824, c. 139, to embrace certain parts of Missouri and Mississippi rivers.

And the President of the United States is hereby authorized to extend the improvement of the steamboat navigation from Pittsburg to the Cumberland road, at Brownsville, upon such plan as he may approve, under the provisions of the act of May twenty-four, eighteen hundred and twenty-four:

And that the President of the United States be, and he is hereby, authorized to extend the provisions of the act of twenty-fourth May, one thousand eight hundred and twenty-four, entitled "An act to improve the navigation of the Ohio and Mississippi rivers," so as to embrace in its operations the river Missouri, from its junction with the Mississippi to the mouth of the Kansas river;

And, also, the Upper Mississippi river from St. Louis, in Missouri, to Galena, in Illinois, with power to remove all obstructions in the channel of said river between those points;

And that the provisions of the act, approved twenty-fourth May, one thousand eight hundred and twenty-four, entitled "An act to improve the navigation of the Ohio and Mississippi rivers," be extended so as to include, in its operation, the improvement of the Mississippi from New Orleans to the Gulf of Mexico, and the deepening of the bar at the mouth of the Mississippi.

Arkansas River. *Proviso.*

For improving the navigation of the Arkansas river, fifteen thousand dollars; *Provided*, The engineer department, after due examination, is satisfied that, during a portion of the ensuing year, the men and machine now employed in removing obstructions in the Ohio and Mississippi rivers, can be more usefully employed in removing those of the Arkansas river: *Provided*, That the compensation of the superintendent of the Ohio and Mississippi rivers, shall be the sum of three thousand dollars per annum, in full for all his services; and he shall not hereafter be allowed anything in the shape of commissions in his disbursements.

Proviso.

Compensation to superintendent not to exceed $3,000.

Conneaut Creek, Ohio.

For improving the mouth of Conneaut creek, Ohio, seven thousand eight hundred dollars.

Ashtabula Creek, Ohio.

For completing the removal of obstructions at the mouth of Ashtabula creek, Ohio, three thousand eight hundred dollars.

Cunningham Creek, Ohio.

For a pier head at Cunningham creek, Ohio, one thousand five hundred dollars.

Grand River (Fairport Harbor), Ohio.

For completing the removal of obstructions at the mouth of Grand river, Ohio, two thousand six hundred dollars.

Cleveland Harbor, Ohio.

For completing the improvement of Cleveland harbour, Ohio, six thousand six hundred dollars.

Black River (Lorain Harbor), Ohio.

For removing a sand bar at the mouth of Black river, Ohio, eight thousand dollars.

Huron River, Ohio.

For removing obstructions at the mouth of Huron river, Ohio, one thousand five hundred dollars.

La Plaisance Bay, Mich.

For piers at La Plaisance bay, Michigan, eight thousand dollars.

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For the improvement of the navigation of the Cumberland river, thirty thousand dollars, to be expended under the direction of the War Department. Cumberland River, Tenn.

For the removal of the obstructions to the navigation of the Savannah river, between the mouth thereof and the city of Savannah, the sum of twenty-five thousand dollars, including the balance of the former appropriation to the same object, to be expended according to a plan and an estimate of the Department of War. Savannah River, Ga.

For defraying the expenses incidental to making examinations and surveys under the act of thirtieth April, one thousand eight hundred and twenty-four, thirty thousand dollars. Surveys. Act Apr. 30, 1824, c. 46.

* * * * *

Approved, July 3, 1832.

CHAP. 164.—An Act To authorize the surveying and laying out a road from Detroit to the mouth of Grand River of Lake Michigan, in the Michigan Territory, and for the survey of canal routes in the Territory of Florida. July 4, 1832. Vol. 4, p. 560.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

SEC. 4. *And be it further enacted*, That the President of the United States be, and he is hereby, authorized to cause to be made, an accurate and minute survey of the country between the waters of St. Andrew's bay and the river and bay of Chattahoochie, and between Pensacola bay and Bon Secour, along the northern coast of the Gulf of Mexico, with a view to ascertain the practicability and cost of canals to connect said bays and rivers, with notes, plans, observations, and opinions, of the engineers on each of said parts designated, with estimates of the cost of each; and, for the purpose of carrying into effect the foregoing provisions, the sum of three thousand dollars be, and the same is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated. Survey to ascertain practicability of canals to connect bays and rivers in Florida and Alabama. Estimates to be made. $3,000 appropriated.

Approved, July 4, 1832.

CHAP 301.—An Act Supplemental to the Act "granting certain relinquished and unappropriated lands to the State of Alabama, for the purpose of improving the navigation of the Tennessee, Coosa, Cahaba, and Black Warrior rivers," approved the twenty-third day of May, one thousand eight hundred and twenty-eight. July 16, 1832. Vol. 4, p. 604.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That it shall and may be lawful for the State of Alabama to alter the plan for the improvement on the Tennessee river below Florence, by canalling instead of sluicing, so as to accomplish the object which Congress had in view in State of Alabama authorized to alter plan of improvement. Act May 23, 1828, c. 75.

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Proviso. making the appropriation: *Provided*, That not more than one hundred and fifty thousand dollars, including the sum already expended on that part of the river, shall be expended below the said town of Florence.

Approved, July 16, 1832.

Mar. 2, 1833. Vol. 4, p. 619.

CHAP. 54.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year one thousand eight hundred and thirty-three.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the treasury, viz:

* * * * *

Reappropriations, Savannah Harbor.

For removing obstructions in the Savannah river, being part of the balance of an appropriation carried to the surplus fund, forty-three dollars six cents.

* * * * *

Approved, March 2, 1833.

Mar. 2, 1833. Vol. 4, p. 645.

CHAP. 64.—An Act For improving the navigation of certain rivers in the Territories of Florida and Michigan, and for surveys, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That, for the purpose of removing obstructions, and improving the navigation of certain rivers in the territories of Florida and Michigan, the folowing sums be, and they are hereby, appropriated, to be paid out of any money in the Treasury; to be expended under the direction of the President of the United States.

Appropriations for improvement of rivers in Florida and Michigan.

Escambia River.

For removing obstructions in, and improving the navigation of, the Escambia river, five thousand dollars.

Ocklockonee River.

For improving the navigation of Ochlochney river, five thousand dollars.

Choctawhatchee River.

For improving the navigation of the Choctawhachie river, as recommended by the Postmaster General, for the transportation of the mail from Pensacola to Tallahassee, five thousand dollars.

Chicago Harbor.

For improving the harbour at Chicago on lake Michigan, twenty-five thousand dollars.

Survey of White and St. Francis rivers.

For a survey of White and Saint Francis rivers, in the territory of Arkansas, five hundred dollars.

Approved, March 2, 1833.

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CHAP. 66.—An Act To improve the navigation of the Potomac River between Georgetown and Alexandria, and for other purposes.

Mar. 2, 1833. Vol. 4, p. 646.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That, in order to aid the citizens of Georgetown in removing the obstruction to their navigation, by causing the cut already made through the bar, below the town, to be enlarged and deepened; and for the further purpose of enabling them to make a free turnpike road to the district line on the Virginia side of the river, and to purchase of the present proprietors, and make forever free, the bridge over the Little Falls of Potomac river, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated.

Appropriation to citizens of Georgetown to improve navigation of Potomac, etc.

SEC. 2. *And be it further enacted,* That the said sum shall be paid, from time to time, by the Secretary of the Treasury, to the order of the corporation of Georgetown, in such sums as to enable the said corporation to effect the purposes aforesaid.

How to be paid.

SEC. 3. *And be it further enacted,* That before the said sum be paid over to the said corporation, it shall pass an ordinance to make said road and bridge free, and to be kept in repair by said corporation forever.

Condition.

Approved, March 2, 1833.

CHAP. 69.—An Act Making appropriations for carrying on certain works heretofore commenced for the improvement of harbours and rivers, and, also, for continuing and repairing the Cumberland road, and certain territorial roads.

Mar. 2, 1833. Vol. 4, p. 648.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums of money be, and the same are hereby, appropriated for carrying on or completing certain works and roads heretofore commenced, to be paid out of any money in the treasury not otherwise appropriated.

Appropriations.

For carrying on the Delaware breakwater, two hundred and seventy thousand dollars.

Delaware Breakwater.

For removing a sand bar at the mouth of Black river, Ohio, two thousand four hundred dollars.

Black River (Lorain Harbor).

For a pier head at Cunningham creek, Ohio, five hundred dollars.

Cunningham Creek.

For completing the removal of obstructions at the mouth of Ashtabula creek, Ohio, three thousand four hundred dollars.

Ashtabula Creek.

For completing the improvement of the harbour of Presque Isle, Pennsylvania, six thousand dollars.

Presque Isle (Erie) Harbor.

For completing the pier at the mouth of Buffalo harbour, New York, thirty-one thousand seven hundred dollars.

Buffalo Harbor.

For improving the entrance of Gennesee river, New York, fifteen thousand dollars.

Genesee River (Charlotte Harbor).

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Great Sodus Bay.

For removing obstructions at the mouth of Big Sodus bay, New York, fifteen thousand dollars.

Oswego.

For completing the pier and mole at Oswego, New York, eight thousand four hundred dollars.

Merrimac River.

For the completion of the breakwater at the mouth of the Merrimack river, four thousand nine hundred dollars.

Plymouth beach.

For repairing Plymouth beach, six hundred dollars.

Breakwater at Hyannis.

For the breakwater at Hyannis, Massachusetts, five thousand dollars.

Newcastle, Marcushook, and Port Penn.

For improving the harbours of New Castle, Marcus Hook, Chester, and Port Penn, in the Delaware, four thousand dollars.

Ocracoke Inlet.

For carrying on the improvement of Ocracoke inlet, North Carolina, sixteen thousand seven hundred dollars.

Cape Fear River.

For improving Cape Fear river, below Wilmington, North Carolina, twenty-eight thousand dollars.

Ohio, Missouri, and Mississippi rivers.

For improving the navigation of the Ohio, Missouri, and Mississippi rivers, fifty thousand dollars.

* * * * *

St. Marks River.

For completing the improvement of St. Mark's river and harbour in Florida, in addition to the unexpended balance of former appropriations, one thousand five hundred dollars.

* * * * *

Channel between St. Marys and St. Johns.

For completing the improvement of the inland channel between St. Mary's and St. John's, in Florida, nine thousand dollars.

Apalachicola Harbor and River.

For the completion of the removal of obstructions in the harbour and river Appilachicola, in Florida, according to the report and estimate of the engineer, Lieutenant Long, eight thousand seven hundred dollars, including the unexpended appropriation of last year.

* * * * *

Examinations and surveys. 1824, c. 46.

For defraying the expenses incidental to making examinations and surveys under the act of the thirtieth of April, one thousand eight hundred and twenty-four, twenty-five thousand dollars.

* * * * *

Approved, March 2, 1833.

Mar. 2, 1833. Vol. 4, p. 663.

CHAP. 90.—An Act Further to extend the powers of the board of canal commissioners for the improvement of the Tennessee river in the state of Alabama.

Commissioners authorized to suspend improvement of Tennessee River.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the commissioners appointed by the state of Alabama to superintend the improvement of the Tennessee river, and their successors in office, be, and they are hereby authorized to suspend the improvement of so much of said river as is below Florence, in said State, and every other part of the same, until the canal and other improvements,

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between Lamb's ferry and Campbell's ferry, shall have been completed; anything in the act entitled "An act to grant certain relinquished and unappropriated lands to the State of Alabama for the purpose of improving the navigation of the Tennessee, Coosa, Cahawba, and Black Warrior rivers," approved twenty-third of May, one thousand eight hundred and twenty-eight, to the contrary notwithstanding.

1828, c. 75.

Approved, March 2, 1833.

CHAP. 101.—An Act For the relief of Peter Bargy, junior, Stephen Norton, and Hiram Wolverton.

Mar. 2, 1833. Vol. 6, p. 541.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury pay, out of any money in the treasury not otherwise appropriated, to Peter Bargy, junior, Stephen Norton, and Hiram Wolverton, the sum of eight thousand four hundred and thirty dollars and sixty-two cents, on account of the money and labor paid and bestowed by them in endeavoring to construct a dam across a part of the Savannah river, in the State of Georgia, under and by virtue of a contract made with a Commissioner of the United States to remove obstructions in the mouth of said river, according to the act of May eighteenth, one thousand eight hundred and twenty-six.

Payment for labor, etc., in constructing a dam across Savannah River below Savannah.

Act May 18, 1826, c. 73.

Approved, March 2, 1833.

III. RESOLUTION giving the right of way through the property of the United States at Harper's Ferry, to the Winchester and Potomac Railroad Company.

June 25, 1834. Vol. 4, p. 744.

Resolved by the Senate and House of Representatives of the United States of America, in Congress assembled, That the President of the United States of America be, and he is hereby, authorized to convey to the Winchester and Potomac Railroad Company, free of charge, the right of way through the property held by the United States at Harper's Ferry, (and at present not improved,) if, in his opinion, it should not be inconsistent with the public service; and, also, on the same terms, so much of the ground between the arsenal and the Shenandoah river, and near its junction with the Potomac, as may be deemed consistent with the public interest: to be used for the benefit of the said company in the deposit and accommodation of the trade of said Winchester and Potomac Railroad Company only, and for no other purpose whatever: *Provided, nevertheless,* That the said railroad shall be so located, in the judgment of two or more skillfull engineers of the army of the United States, who may be deputed by the President of the United States to make such location, as not to impede or injure, in any manner, the future improvement of the navigation of the river Shenandoah by a lock and dam navigation, or by extending a canal along the left bank

Grant of right of way and restriction of its use.

Proviso.

Not to impede or injure future improvement of navigation of Shenandoah River, etc.

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thereof, to the river Potomac, or to the canal now constructed along the left bank of the said river.

Approved, June 25, 1834.

June 27, 1834. Vol. 4, p. 689.

CHAP. 92.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year one thousand eight hundred and thirty-four.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the treasury, viz:

* * * * *

G. Trumbull, Stonington.

For payment of balance due Gurdon Trumbull, superintendent of the public works at Stonington harbour, two hundred and sixty-two dollars sixteen cents.

P. H. Perrault, St. Augustine.

For payment of Major P. H. Perrault, balance due on account of the survey of the harbour of St. Augustine, two dollars and eighty-four cents.

* * * * *

Approved, June 27, 1834.

June 28, 1834. Vol. 4, p. 702.

CHAP. 103.—An Act Making additional appropriations for certain harbours, and removing obstructions in the mouths of certain rivers, for the year one thousand eight hundred and thirty-four.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the treasury, for carrying on and completing certain works heretofore commenced, viz:

Appropriations for harbors and rivers.

Kennebunk River.

For piers at the entrance of Kennebunk river, ten thousand three hundred dollars.

Merrimac River.

For the breakwater at the mouth of Merrimack river, three thousand eight hundred and sixty dollars.

Plymouth beach.

For the preservation of Plymouth beach, two thousand dollars.

Beach at Provincetown.

For the preservation of the beach at Provincetown harbour, Massachusetts, four thousand four hundred dollars.

Hyannis breakwater.

For the breakwater at Hyannis harbour, Massachusetts, ten thousand dollars.

Newcastle, Marcus Hook, and Port Penn.

For improving the harbours of Newcastle, Marcus Hook, Chester, and Port Penn, in the Delaware river, six thousand one hundred and thirty-three dollars.

Ocracoke Inlet.

For carrying on the improvements of Ocracok inlet, North Carolina, fifteen thousand dollars.

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For improving Cape Fear River below Wilmington, North Carolina, five thousand two hundred and thirty-four dollars. Cape Fear River.

For improving the navigation of the Ohio, Missouri, and Mississippi rivers, fifty thousand dollars. Ohio, Missouri, and Mississippi rivers.

For completing the improvement of St. Mark's river and harbour, Florida, four thousand six hundred dollars. St. Marks.

For improving the harbour of Chicago, Illinois, thirty-two thousand eight hundred and one dollars. Chicago Harbor.

For the piers at La Plaisance bay, Michigan, four thousand eight hundred and ninety-five dollars. La Plaisance piers.

For improving the navigation of Red river, fifty thousand dollars. Red River.

For carrying on the Delaware breakwater, two hundred and seventy thousand dollars. Delaware Breakwater.

For filling up and securing a breach in the south embankment at Presque Isle, Pennsylvania, three thousand and forty-five dollars. Presque Isle (Erie) Harbor.

For improving the harbour at Mobile, in removing the bar at the entrance of the harbour called Choctaw Pass, ten thousand dollars. Mobile Harbor.

For improving the navigation of the river Savannah, in removing the obstructions in said river from the city of Savannah to its mouth, thirty thousand dollars. Savannah River.

For continuing and securing the works at Oswego harbour, New York, thirty-thousand dollars. Oswego Harbor.

For continuing the improvements at Big Sodus bay, New York, on the present plan, fifteen thousand dollars. Great Sodus Bay.

For completing the works at Gennessee River, New York, on the present plan, twenty thousand dollars. Genesee River (Charlotte Harbor).

For continuing the improvements of Black Rock harbour, New York, twelve thousand dollars. Black Rock Harbor.

For completing the works at Buffalo, New York, twenty thousand dollars. Buffalo.

For continuing the improvements at Dunkirk harbour, New York, four thousand dollars. Dunkirk.

For securing the works at Presque Isle, Pennsylvania, twenty thousand dollars. Presque Isle (Erie) Harbor.

For completing and securing the works at Cleveland harbour, Ohio, thirteen thousand three hundred and fifteen dollars. Cleveland Harbor.

For repairing and securing the works at Grand river, Ohio, ten thousand dollars. Grand River (Fairport Harbor).

For securing the works at Black river, Ohio, five thousand dollars. Black River (Lorain Harbor).

For extending and securing the works at Huron river, Ohio, six thousand seven hundred dollars. Huron River.

For continuing the improvements at Ashtabula creek, Ohio, five thousand dollars. Ashtabula Creek.

And for defraying the expense of surveys pursuant to the act of the thirtieth of April, eighteen hundred and twenty-four, including arrearages for eighteen hundred and thirty-three, twenty-nine thousand dollars, of which Surveys under act of Apr. 30, 1824, etc., c. 46.

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sum five thousand dollars shall be appropriated and applied to geological and mineralogical survey and researches.

* * * * *

Cumberland River.

For the continuation of the improvement of the navigation of the Cumberland river, thirty thousand dollars, to be expended under the direction of the War Department.

Approved, June 28, 1834.

June 30, 1834. Vol. 4, p. 716.

CHAP. 137.—An Act Authorizing the selection of certain Wabash and Erie Canal lands in the State of Ohio.

Commissioners to select lands, Wabash and Erie Canal. 1827, c. 56; 1841, c. 12; 1845, c. 42.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That, in lieu of the lands sold or otherwise disposed of by the United States, within the state of Ohio, and which would otherwise become the property of the state of Indiana, in virtue of "An act to grant a certain quantity of land to the state of Indiana for the purpose of aiding said state in opening a canal to connect the waters of the Wabash river with those of Lake Erie," approved March second, eighteen hundred and twenty-seven, the canal commissioners authorized to locate the lands granted as aforesaid for the use of the canal within the state of Ohio, be, and they are hereby, authorized to select an equal quantity from the alternate sections which would otherwise belong to the United States in the division under said act, or from the lands recently acquired by the purchase from the Indians, or from other lands in the neighbourhood near the line of said canal as they shall think proper; and the lands thus selected shall be vested and disposed of for the use of the canal as other lands appropriated by the act aforesaid.

Former selections, if sold, to be paid for to commissioners. Act Mar. 2, 1827, c. 56.

SEC. 2. *And be it further enacted*, That in case of selections of lands authorized by the previous section, and which agreeably to treaty stipulations may hereafter be sold by the United States for the benefit of the Indians, a sum equal to the amount for which said lands may have been sold, shall be paid over, by the Treasurer of the United States, to the commissioners authorized to receive the same, for the use and benefit of said canal.

Lands reserved from sale until selections made.

SEC. 3. *And be it further enacted*, That until the lands granted by the aforesaid act of March second, eighteen hundred and twenty-seven, shall be selected and the selections contemplated by this act shall be made, the public lands on and near the line of said canal, and liable to the selections aforesaid, shall be reserved from sale.

Commissioners to be furnished maps.

SEC. 4. *And be it further enacted*, That it shall be the duty of the commissioner of the general land office to furnish said commissioners with a perfect map of the surveyed lands on and contiguous to the Maumee river, within the state of Ohio, including the lands recently purchased from the Indians, carefully noting thereon the lands which have been sold or otherwise disposed of by the United States.

Approved, June 30, 1834.

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CHAP. 148.—An Act Authorizing a road to be cut out from the northern boundary of the territory of Florida, by Marianna, to the town of Appalachicola, within the said territory.

June 30, 1834. Vol. 4, p. 723.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, * * *

* * * * *

Survey of East Pass into Apalachicola Bay.

For a survey of the east pass into Appalachicola bay and river, to ascertain the practicability and cost of removing obstructions and improving the harbour, five hundred dollars.

Approved, June 30, 1834.

CHAP. 150.—An Act Making an appropriation for the improvement of the navigation of the Hudson River, in the State of New York.

June 30, 1834. Vol. 4, p. 724.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the sum of seventy thousand dollars be, and the same is hereby, appropriated towards the improvement of the navigation of the Hudson river, and the removal of obstructions therein, according to the plan submitted to the House of Representatives by the Department of War, under date of March thirty, eighteen hundred and thirty-two; which sum shall be paid out of any money in the Treasury not otherwise appropriated, and shall be expended under the direction of the President of the United States.

Appropriation for improvement of Hudson River.

Approved, June 30, 1834.

CHAP. 209.—An Act For the relief of John Bruce.

June 30, 1834. Vol. 6, p. 588.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury pay, out of any money in the treasury not otherwise appropriated, to John Bruce, six thousand two hundred and forty dollars and sixty-three cents, on the report of General Charles Gratiot, for damages actually sustained by the said John Bruce, by the suspension of his contract to clear out the Ohio and Mississippi rivers, in payment made to his workmen, for their hire, and for damages, and for boarding them when out of employ, and for damages he sustained by the neglect on the part of the United States to furnish a sufficient number of superintendents to inspect the work to have been done.

Payment for damages sustained under contract to clear out Ohio and Mississippi rivers, etc.

Approved, June 30, 1834.

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Feb. 24, 1835. Vol. 4, p. 752.

CHAP. 21.—An Act For improving the harbour at the mouth of the River Raisin, in the Territory of Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the sum of thirty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated, for the construction of a new entrance into the harbour, at or near the mouth of the river Raisin, where it unites with Lake Erie, according to a plan and survey of the said works, made under the direction of the War Department by Capt. H. Smith, during the fall of the year eighteen hundred and thirty-four; *Provided, however,* That no part of the sum hereby appropriated shall be expended for improving the channel of said river, but the expenditure hereby directed, shall be confined exclusively to the construction of a cut or passage from the lake to that part of the river which is to be used as a harbour for vessels.

Appropriations for new entrance into harbor (of Monroe) at mouth of River Raisin.

Proviso.

Approved, February 24, 1835.

Feb. 24, 1835. Vol. 4, p. 752.

CHAP. 22.—An Act For the completion of certain improvements in Florida.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That for the purpose of executing certain internal improvements, hereinafter designated, in the territory of Florida, the following sums be, and the same are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated:

For clearing out Oklawaha River.

For clearing out the Ochlawaha river from the St. John's to Glassall's Spring, near Camp King, for the transportation of provisions and military stores to the garrison at that place, as estimated in the report of the Quartermaster General, ten thousand dollars:

* * * * *

For improving navigation of Chattahoochee.

For continuing the improvement of the navigation of Chatahawchie river from Cedar Bluff to the Big Spring, in Florida, according to the report of the assistant quartermaster charged with the superintendence of the removal of obstructions, two thousand dollars.

Removing obstructions in Chipola River.

For removing obstructions in the Chipola river, in Florida, five thousand dollars.

Approved, February 24, 1835.

Mar. 3, 1835. Vol. 4, p. 753.

CHAP. 26.—An Act Making additional appropriations for the Delaware Breakwater, and for certain harbours, and removing obstructions in and at the mouths of certain rivers, for the year one thousand eight hundred and thirty-five.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and the same are hereby,

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appropriated, to be paid out of any money in the treasury, not otherwise appropriated, for carrying on and completing certain works heretofore commenced, viz:

Chicago Harbor.

For improving the harbour of Chicago, in addition to the balance of former appropriations, thirty-two thousand eight hundred dollars.

Black River (Lorain Harbor), Ohio.

For securing the works at Black river, four thousand four hundred dollars.

Ashtabula Creek.

For continuing the improvement at Ashtabula creek, in addition to the balance of former appropriations, seven thousand five hundred and ninety-one dollars.

Presque Isle (Erie) Harbor.

For securing the works at Presqu' Isle in addition to the balance of former appropriations, five thousand dollars.

Genesee River (Charlotte Harbor).

For completing the works at Genesee river, two thousand three hundred and ninety dollars.

Great Sodus Bay.

For continuing the improvement of Big Sodus bay, eleven thousand seven hundred and ninety dollars.

Provincetown Harbor.

For the preservation of the beach at Provincetown harbour, in addition to the balance of former appropriation, four thousand four hundred dollars.

Plymouth beach.

For the preservation of Plymouth beach, seven hundred dollars.

Hyannis Harbor.

For the breakwater at Hyannis harbour, in addition to the balance of former appropriation, nine thousand dollars.

Harbors in the Delaware.

For improving the harbours of New Castle, Marcus Hook, Chester, and Port Penn, in the Delaware river, in addition to the balance of former appropriation, six thousand dollars.

Savannah River.

For improving the navigation of the Savannah River, in removing the obstructions in said river from the city of Savannah to its mouth, in addition to the balance of former appropriations, twenty thousand dollars.

Ohio, Missouri, and Mississippi rivers.

For improving the navigation of the Ohio river below the falls, and the Missouri and Mississippi rivers, fifty thousand dollars.

Ohio River, between Pittsburg and the Falls. 1836, c. 259.

For the improvement of the navigation of the Ohio river, between Pittsburg and the falls of the Ohio, fifty thousand dollars, to be expended under the direction of the War Department, and under the care of a superintendent for that part of the Ohio.

Delaware Breakwater. *Proviso.*

For the Delaware breakwater, one hundred thousand dollars, *Provided*, That only so much of this sum shall be applied as, in the opinion of the Secretary of War, may be advantageously expended in the present situation of the said work.

Mobile Harbor.

For completing the improvement at the harbour of Mobile, in removing the bar at the entrance of the harbour, called the Choctaw Pass, in addition to the appropriation of ten thousand dollars, made at the last session, seventeen thousand nine hundred and ninety-seven dollars and sixty cents.

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Red River.

For completing the removal of the obstructions to the navigation of Red river, in addition to the appropriation of fifty thousand dollars, made at the last session of Congress, the sum of fifty thousand dollars.

Arkansas River, and an iron boat.

For improving the navigation of the Arkansas river, and for constructing a boat with an iron hull, forty thousand dollars.

Cape Fear River.

For completing the improvement in the navigation of the Cape Fear river, below the town of Wilmington, North Carolina, twenty thousand dollars.

Dredging machine, etc., for Florida.

For constructing a dredging machine, and for completing the inland channel between St. Mary's and St. John's, in the territory of Florida, according to the estimate of the engineer department, fifteen thousand dollars.

Dunkirk Harbor, N. Y.

For filling up with stone, three hundred and fifty-two yards of the outer pier or breakwater at Dunkirk harbour, New York, one thousand four hundred and eighteen dollars and twenty-seven cents.

Extending pier at said harbor.

For extending and completing the pier or breakwater in front of said harbour, nine thousand five hundred and seventy dollars and sixteen cents.

Proviso.

Provided, That no officer of the army shall receive any per cent. or additional pay, extra allowance, or compensation, in any form whatever, on account of the disbursing any public money appropriated by law during the present session, for fortifications, execution of surveys, works of internal improvement, building of arsenals, purchase of public supplies of any description, or for any other service or duty whatsoever, unless authorized by law.

Approved, March 3, 1835.

Mar. 3, 1835. Vol. 4, p. 777.

CHAP. 41.—An Act Making appropriations for certain roads, and for examinations and surveys, for the year one thousand eight hundred and thirty-five.

Appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the folowing sums be, and they are hereby, appropriated, to be paid out of any unappropriated money in the treasury, for certain roads, and for making examinations and surveys, for the year one thousand eight hundred and thirty-five, viz:

* * * * *

Examinations and surveys.

1824, c. 46.

For defraying the expenses incidental to making examinations and surveys under the act of thirtieth of April, eighteen hundred and twenty-four, twenty-five thousand dollars.

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Approved, March 3, 1835.

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CHAP. 119.—An Act To amend an Act to grant certain relinquished and unappropriated lands to the State of Alabama, for the purpose of improving the navigation of the Tennessee, Coosa, Cahaba and Black Warrior River.

June 23, 1836. Vol. 5, p. 57.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the second section of the act above recited as restricts the State of Alabama from having the power to sell, dispose of, or grant the residue of the lands granted by the act to which this is a supplement, at a price not less than the minimum price of the public lands, be, and the same is hereby repealed.

Part of former act repealed. Act May 28, 1828, c. 75.

SEC. 2. *And be it further enacted*, That the assent of the United States is hereby given, to any act which the Legislature of the State of Alabama may pass for imposing a toll on the use of such parts of the canal or canals, which have been or may be, constructed at or around the Muscle and Colbert's shoals of the river Tennessee: *Provided*, That such tolls shall be expended exclusively on the said canals, and shall not exceed in amount, the sum required to keep them in repair, and to defray the expenses of lock tenders, collectors, superintendents, and managers; and that no part of this act, shall be construed as a repeal of the exemption, contained in the seventh section of the aforesaid act, of the property of the United States, and all persons in their service, from any toll whatever: *And provided further*, That an annual report shall be made to the Secretary of the Treasury of the United States, of the rate and amount of tolls charged or collected on said canals, and their application.

State of Alabama may impose tolls on canals, etc.

Proviso.

Proviso.

Approved, June 23, 1836.

CHAP. 138.—An Act For the relief of George Bender.

June 23, 1836. Vol. 6, p. 642.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of War settle and adjust the claim of George Bender, late a major in the army of the United States, and allow him the same pay and emolument that a major of engineers would have received, (if discharging the same duties,) for the time he was actually superintending the construction of the Delaware breakwater, under orders from the Quartermaster-General: and that the sum so found his due be paid out of any money in the treasury not otherwise appropriated.

Allowed pay of major of engineers while superintending construction of Delaware Breakwater.

Approved, June 23, 1836.

CHAP. 259.—An Act Making additional appropriations for the Delaware Breakwater, and for certain harbors, and removing obstructions in and at the mouths of certain rivers, and for other purposes, for the year one thousand eight hundred and thirty-six.

July 2, 1836. Vol. 5, p. 67.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, ap-

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propriated, to be paid out of any money in the Treasury not otherwise appropriated, for carrying on and completing certain works heretofore commenced, viz:

Delaware Breakwater.

For continuing the Delaware breakwater, one hundred thousand dollars.

Chicago, Ill.

For continuing the improvement of the harbor of Chicago, Illinois, thirty-two thousand dollars.

Great Sodus Bay.

For continuing the improvement of Big Sodus bay, twelve thousand six hundred dollars.

Provincetown, Mass.

For the continuation of the works for the preservation of the beach at Provincetown harbor, Massachusetts, four thousand four hundred dollars.

Plymouth beach.

For the continuation of the works for the preservation of Plymouth beach, Massachusetts, five hundred dollars.

Mouth of River Raisin (Monroe Harbor).

For the continuation of the works at the harbor near the mouth of the river Raisin, Michigan Territory, fifteen thousand dollars.

Black River (Lorain Harbor).

For continuing the removal of obstructions at Black river, Ohio, six thousand six hundred and sixty dollars.

Cleveland Harbor.

For continuing the permanent improvement of Cleaveland harbor, Ohio, fifteen thousand dollars.

Grand River (Fairport Harbor).

For continuing the removal of obstructions at Grand river, Ohio, six thousand dollars.

Cunningham Creek.

For continuing the removal of obstructions at Cunningham creek, Ohio, one thousand two hundred and seventy-five dollars.

Conneaut Creek.

For continuing the removal of obstructions at Conneaut creek, Ohio, two thousand five hundred dollars.

Presque Isle (Erie) Harbor.

For continuing the improvement of the harbor of Presque Isle, Pennsylvania, according to Colonel Totten's recommendation, fifteen thousand dollars.

Dunkirk, N. Y.

For continuing the improvement at Dunkirk harbor, New York, eleven thousand dollars.

Dredging machine on Lake Erie.

For a dredging machine on Lake Erie, eight thousand dollars.

Genesee River (Charlotte Harbor).

For continuing the works at the mouth of Genesee river, New York, twenty thousand dollars.

Oswego Harbor.

For continuing the pier and mole at Oswego harbor, New York, twenty thousand dollars.

Kennebunk.

For continuing the pier at Kennebunk, Maine, seven thousand five hundred dollars.

Hudson River.

For continuing the improvement of the navigation of the Hudson river, above and below Albany, in the State of New York, one hundred thousand dollars, to be expended according to the plan and estimate recommended by the Secretary of War.

Newcastle, Del.

For continuing the improvement of the harbor of New Castle, Delaware, twenty-five thousand dollars.

Ocracoke Inlet.

For continuing the removal of obstructions at Ocracock inlet, North Carolina, nine thousand dollars.

Cape Fear River.

For continuing the improvement of the navigation of the Cape Fear river, below Wilmington, North Carolina, twenty thousand dollars.

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For the improvement of the navigation of the Ohio river, between Pittsburg and the falls of the Ohio, twenty thousand dollars, which, together with the unexpended balance of the appropriation for this purpose by the act of the third of March, A. D. eighteen hundred and thirty-five, shall be expended by direction of the Secretary of War, under the superintendence of the officers of the engineer corps heretofore employed on that service. Ohio River. 1835, c. 25.

For the improvement of the navigation of the Ohio and Mississippi rivers from Louisville to New Orleans, sixty thousand dollars. Ohio and Mississippi rivers.

For the improvement of the Mississippi river above the mouth of the Ohio river, and for the Missouri river, forty thousand dollars, to be expended in such manner and for the removal of such obstructions as the Secretary of War shall direct. Mississippi and Missouri rivers.

For continuing the removal of obstructions in Red river, Louisiana, and Territory of Arkansas, forty thousand eight hundred dollars. Red River.

For constructing a boat to prevent a new accumulation of obstruction in said river, within the old limits of the Great Raft, so called, fifteen thousand dollars, and the additional sum of fifteen thousand dollars to work and support the same. Boat and working it.

For continuing the improvement of the Cumberland river, in Kentucky and Tennessee, twenty thousand dollars. Cumberland River, Ky.

For continuing the removal of obstructions in the Chipola river, in the Territory of Florida, four thousand dollars. Chipola River, Fla.

For completing the inland channel between St. Mary's and St. John's, in the Territory of Florida, in addition to unexpended appropriations, according to the estimate of the Engineer Department, five thousand dollars. Channel between St. Marys and St. Johns.

For continuing the removal of obstructions in, and improving the navigation of, the Escambia river, in the Territory of Florida, five thousand five hundred dollars. Escambia River.

For further improvements at the mouth of Huron river, in the State of Ohio, four thousand three hundred dollars. Huron River.

And the following sums, necessary to close accounts, in the office of the Third Auditor, viz. To close accounts in Third Auditor's office.

For removing obstructions at Cunningham creek, Ohio, thirty-two dollars and thirty-six cents. Cunningham Creek.

For completing the pier at La Plaisance Bay, Michigan Territory, three hundred and twenty-three dollars and fifteen cents. La Plaisance Bay, Mich.

For removing obstructions at Cleaveland harbor, Ohio, six dollars and fifty-nine cents. Cleveland Harbor.

For repairing breach in the peninsula at Presque Isle, one hundred and twenty-two dollars and eighty cents. Presque Isle (Erie) Harbor.

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For improvement of the navigation of the Ohio and Mississippi rivers from Pittsburg to New Orleans, under the act of second of March, eighteen hundred and thirty-one, seventeen thousand eight hundred dollars and five cents. Ohio and Mississippi rivers. 1831, c. 58.

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Examinations and surveys. 1824, c. 46.

For defraying the expenses incidental to making examinations and surveys, under the act of the thirtieth of April, eighteen hundred and twenty-four, of which sum five thousand dollars shall be appropriated and applied to geological and mineralogical surveys and researches in the Indian country on the public lands and in the Territories of the United States, thirty thousand dollars.

Approved, July 2, 1836.

July 4, 1836. Vol. 5, p. 128.

CHAP. 363.—An Act Making appropriations for the improvement of certain harbors therein mentioned, for the year one thousand eight hundred and thirty-six, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the security of the navigation and commerce of the United States, the following sums of money be, and the same are hereby directed to be paid out of any money in the Treasury not otherwise appropriated, and placed at the disposition of the President, for the following objects, viz:

Appropriations.

Breakwater in Portland Harbor, Me.

For erecting a breakwater on Stanford ledge, in Portland harbor, according to the plan reported by John Anderson, of the Engineer corps, in the year eighteen hundred and thirty-two, ten thousand dollars.

Survey near Owls Head Harbor, Me.

For the survey of a ledge near Owl's-head harbour, to determine the expediency of erecting thereon a breakwater to improve said harbor, four hundred dollars.

Survey at Cobscook Bay, Me.

For the examination and survey of the passage into Cobscook bay, in the State of Maine, for the purpose of ascertaining the practicability of removing two ledges whereby the navigation of said bay is materially obstructed, three hundred dollars.

Deepening Cocheco River, N. H.

For deepening the channel of the Cocheco branch of the Piscataqua river, leading into Dover harbour, five thousand dollars.

Harbor of Bass River, Mass.

For the improvement of the harbor at the mouth of Bass river, ten thousand dollars and forty-one cents.

Removing wreck in New Bedford Harbor, Mass.

For removing the wreck in the harbor of New Bedford, ten thousand dollars.

Breakwater at Sandy Bay (Rockport Harbor), Mass.

For the construction of a breakwater at Sandy bay, agreeably to the report of a survey made by the direction of the Department of War, transmitted to Congress by the President, April twenty-third, eighteen hundred and thirty, ten thousand dollars.

Point of land in Duxbury, Mass.

For preserving the point of land leading to the fort and light-house at the Gurnet, in Duxbury, by hurdles or double ranges of piles, five thousand dollars.

Rainsford Island, Mass.

For the preservation of Rainsford island, in the harbor of Boston, fifteen thousand dollars.

Breakwater at Churchs Cove Harbor, R. I.

For a breakwater at Church's Cove [a] harbor, in the town of Little Compton, ten thousand dollars, agreeably

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[a] This cove has sometimes been called Fishing Place Cove; it is known also as Sakonnet Point Harbor.

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to a survey made by Lieutenant-Colonel Anderson, of the United States topographical engineers, in eighteen hundred and twenty-seven.

For improving the harbor of Saybrook, by removing the bar at the mouth of Connecticut river, twenty thousand dollars. **Saybrook Harbor, Conn.**

For improving the harbor of Westport, agreeably to the report of John Anderson, of the Engineer corps, three thousand dollars. **Westport Harbor, Conn.**

For a sea-wall to preserve Fairweather [Fayerweather] island, near Black Rock harbor, ten thousand dollars. **Fayerweather Island, Conn.**

For securing the public works at the harbor of Southport, one thousand five hundred dollars. **Southport, Conn.**

For further securing the beach at Cedar point, in Connecticut, one thousand dollars. **Cedar Point, Saugatuck River, Conn.**

For deepening the channel leading into Bridgeport harbor, ten thousand dollars. **Bridgeport Harbor, Conn.**

For deepening the channel of the river Thames, leading into Norwich harbor, ten thousand dollars. **Norwich Harbor, Conn.**

For building a breakwater or pier at the harbor of Burlington, ten thousand dollars. **Breakwater, Burlington Harbor, Vt.**

For deepening the channel to eight feet between the islands of North and South Hero, near Saint Alban's in Lake Champlain, in Vermont, fifteen thousand dollars. **Channel near St. Albans, Vt.**

For the improvement of the harbor of Portland, on Lake Erie, ten thousand dollars. **Portland Harbor, Lake Erie, N. Y.**

For the improvement of the harbor at the mouth of Salmon river [a], on Lake Ontario, according to the several plans of said harbor, submitted through the Department of War, five thousand dollars. **Salmon River (Port Ontario Harbor), N. Y.**

For the improvement of the harbor at the mouth of Oak Orchard creek, on Lake Ontario, according to the plan thereof made by Joseph G. Swift, civil engineer, five thousand dollars. **Oak Orchard Creek, Lake Ontario, N. Y.**

For the improvement of the harbor at the mouth of Black river, in the county of Jefferson, five thousand dollars. **Black River, N. Y.**

For building a breakwater or pier at the harbor of Plattsburg, ten thousand dollars. **Breakwater at Plattsburg, N. Y.**

For improving the harbor at the mouth of Cattaraugus creek, on Lake Erie, fifteen thousand dollars. **Cattaraugus Creek, Lake Erie, N. Y.**

For improving the entrance of Whitehall harbor, on Lake Champlain, eight thousand dollars. **Whitehall Harbor, N. Y.**

For building an ice-breaker on Staten island, nineteen thousand five hundred dollars. **Ice breaker, Staten Island, N. Y.**

For improving the harbor at New Brunswick, by removing the obstructions in the Raritan river, according to a plan reported to the War Department by Hartman Bache, seven thousand dollars. **New Brunswick Harbor, N. J.**

For the protection and improvement of Little Egg harbor, according to the plan reported to the War Department, five thousand dollars. **Little Egg Harbor, N. J.**

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[a] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario 1 mile above the mouth.

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Survey of Crow shoal, N. J.

For a survey of Crow Shoal in Delaware bay, to ascertain the expendiency of constructing a breakwater or artificial harbor, one thousand dollars.

Chester Harbor, Pa.

For repairs at the harbor of Chester, three thousand dollars.

Delaware River, near Fort Mifflin, Pa.

For removing the bar on the river Delaware, in the neighborhood of Fort Mifflin, with the view of improving the harbor of Philadelphia, fifteen thousand dollars.

Wilmington Harbor, Del.

For improving the harbor of Wilmington, by removing the bar at the mouth of Christiana river, according to the plan recommended by Hartman Bache, of the engineer corps, fifteen thousand dollars.

Baltimore Harbor, Md.

For deepening the harbor of Baltimore, twenty thousand dollars.

Survey on Chesapeake Bay, Md.

For a survey of the head waters of Chesapeake bay, pursuant to a resolution of the Legislature of Maryland, five hundred dollars.

Survey of James River, Va.

For a survey of James river, with the view of improving the harbor of Richmond, five hundred dollars.

Channels of Dismal Swamp Canal, Va.

For improving the navigation of the natural channels at the northern and southern entrances of the Dismal Swamp canal, fifteen thousand dollars.

Shoal in Pamlico River, N. C.

For removing a sand shoal in Pamtico river, five thousand dollars, by means of the dredging machine now in operation at Ocracock inlet.

Shoal in New River, N. C.

For removing the oyster shoal in New river, Onslow county, by means of the dredging machine now in operation in the collection district of Wilmington, five thousand dollars.

Beaufort Harbor, N. C.

To improve the harbor of Beaufort, five thousand dollars.

Georgetown Harbor, S. C.

For a survey of the bar and harbor at Georgetown, one thousand dollars.

Removing Brunswick bar, Ga.

For the removal of the Brunswick bar, with the view of improving the harbor of Brunswick, ten thousand dollars.

Mouth of Vermilion River, Ohio.

For constructing two piers and improving the navigation at the mouth of Vermilion river, ten thousand dollars, according to the plan reported to the War Department.

Michigan City, Harbor, Ind.

For the construction of a harbor at Michigan city, according to the plan reported to the War Department, twenty thousand dollars.

Mouth of Mississippi River, La.

For increasing the depth of water in the mouth of the Mississippi river, by closing some of the passages leading out of it, or by cutting a ship channel, or by any other means which shall be deemed expedient by the Secretary of War, with the approbation of the President of the United States, seventy-five thousand dollars; the said sum to be expended in whole or in part, as may be thought proper by the War Department, after the necessary survey shall have been made.

Pier near St. Louis, Mo.

For a pier to give direction to the current of the Mississippi river, near the city of St. Louis, fifteen thousand dollars.

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For the survey of Saint Francis, Black, and White rivers, in Arkansas and Missouri, to determine upon the expediency of removing the natural rafts thereon, one thousand dollars. Survey of rivers in Arkansas and Missouri.

For removing a mud shoal, called the Bulk Head, in the channel from East Pass to Appalachicola, ten thousand dollars. Removing Bulkhead shoal, Fla.

For the construction of a pier or breakwater at the mouth of the river Saint Joseph, twenty thousand dollars. Mouth of St. Joseph River, Mich.

For the survey of the mouth of Milwaukie river, on Lake Michigan, to determine the practicability of making a harbor by deepening the channel, four hundred dollars. Survey of Milwaukee River, Wis.

SEC. 2. *And be it further enacted*, That the reports upon all the aforesaid surveys shall contain a statement of all such facts within the knowledge of the engineers respectively making the surveys, as are or may be in any way materially connected with the proposed improvements, and also with estimates, in detail, of the sums of money necessary for such improvements, respectively. Reports upon surveys to contain estimates, etc.

Approved, July 4, 1836.

CHAP. 44.—An Act To provide for certain harbors, and for the removal of obstructions in and at the mouths of certain rivers, and for other purposes, during the year one thousand eight hundred and thirty-seven. Mar. 3, 1837. Vol. 5, p. 187.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for carrying on and completing certain works heretofore commenced, to wit: Appropriations for carrying on certain works.

For continuing the improvement of the harbor of Chicago, Illinois, forty thousand dollars; Chicago Harbor.

For continuing the construction of a harbor at Michigan City, Indiana, thirty thousand dollars; Michigan City.

For continuing the construction of a pier or breakwater at the mouth of the river Saint Joseph, Michigan, fifteen thousand dollars; St. Joseph River.

For the continuation of the works at the harbor near the mouth of the river Raisin, Michigan, thirty thousand dollars; River Raisin (Monroe Harbor).

For completing the channel of the Cocheco branch of the Piscataqua river, in the State of New Hampshire, five thousand dollars; Cocheco River.

For continuing the improvement of the harbor at the mouth of Black river, in Jefferson county, State of New York, ten thousand dollars; Black River.

For continuing the improvement of the harbor at Whitehall, in the State of New York, ten thousand dollars; Whitehall Harbor.

For continuing the improvement of the channel at the mouth of Genesee river, in the State of New York, ten thousand dollars; Genesee River (Charlotte Harbor).

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Mobile Harbor.

For improving the harbor of Mobile, in the State of Alabama, by removing the bar of the Choctaw pass and Dog river bar, fifty thousand dollars;

Black River (Lorain Harbor).

For continuing the removal of obstructions at Black river, Ohio, six thousand four hundred and ten dollars;

Huron River.

For continuing the removal of obstructions at the mouth of the Huron river, in Ohio, two thousand five hundred and sixty-five dollars;

Vermilion River.

For continuing the improvement of the navigation at the mouth of Vermillion river, Ohio, twenty thousand dollars;

Cleveland Harbor.

For continuing the improvement of Cleaveland harbor, Ohio, ten thousand dollars;

Cunningham Creek.

For continuing the removal of obstructions at Cunningham creek, Ohio, five thousand dollars;

Ashtabula Creek.

For continuing the removal of obstructions at Ashtabula creek, Ohio, eight thousand dollars;

Conneaut Creek.

For continuing the removal of obstructions at Conneaut creek, Ohio, five thousand dollars;

Presque Isle (Erie) Harbor.

For continuing the improvement of the harbor of Presque Isle, Pennsylvania, fifteen thousand dollars;

Dunkirk Harbor.

For continuing the improvement of Dunkirk harbor, New York, fifteen thousand dollars;

Portland Harbor.

For continuing the improvement of the harbor of Portland, Lake Erie, New York, ten thousand dollars;

Cattaraugus Creek Harbor.

For continuing the improvement of the harbor at Cattaraugus creek, Lake Erie, New York, ten thousand dollars;

Salmon River (Port Ontario Harbor).

For continuing the improvement of the harbor of Salmon river [a], Lake Ontario, New York, ten thousand dollars;

North and South Hero islands.

For continuing the improvement of the channel between the North and South Hero islands, Lake Champlain, Vermont, six thousand dollars;

Plattsburg.

For continuing the construction of a breakwater at Plattsburg, New York, ten thousand dollars;

Oak Orchard Creek.

For continuing the improvement of the harbor at the mouth of Oak Orchard creek, New York, five thousand dollars;

Kennebunk.

For continuing the pier at Kennebunk, Maine, three thousand dollars;

Great Sodus Bay.

For continuing the improvement at Big Sodus bay, New York, twelve thousand dollars;

Oswego Harbor.

For continuing the pier and mole at Oswego harbor, New York, fifteen thousand dollars;

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Burlington.

For continuing the construction of a breakwater at Burlington, Vermont, ten thousand dollars;

Stanfords ledge.

For continuing the breakwater on Stanford's Ledge, Portland harbor, Maine, twenty-five thousand dollars;

Sandy Bay (Rockport Harbor).

For continuing the breakwater at Sandy bay, Massachusetts, twenty thousand dollars;

Hyannis Harbor.

For continuing the breakwater at Hyannis harbor, Massachusetts, five thousand dollars;

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[a] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario about 1 mile above the mouth.

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For continuing the improvement of the channel of the river Thames, leading into Norwich harbor, Connecticut, twenty thousand dollars; River Thames.

For continuing the securing of the public works, at the harbor of Southport, Connecticut, one thousand dollars; Southport Harbor.

For improving the harbor of Westport, Connecticut, three thousand seven hundred and thirty-four dollars; Westport Harbor.

For continuing the improvement of the navigation of the Hudson river, above and below Albany, in the State of New York, one hundred thousand dollars; to be expended according to the plan and estimate recommended by the Secretary of War; Hudson River.

For continuing the repairs at the harbor of Chester, Pennsylvania, two thousand dollars; Chester Harbor.

For continuing the improvement of the harbor of Wilmington, Delaware, eight thousand dollars; Wilmington Harbor.

For continuing the improvement of the harbor of Newcastle, Delaware, ten thousand dollars. Newcastle Harbor.

For continuing the Delaware breakwater, and constructing a wharf or mole pursuant to the report of Captain Delafield, one hundred and forty-one thousand dollars; Delaware Breakwater.

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For continuing the improvement of the harbor of Baltimore, Maryland, fifteen thousand dollars; Baltimore Harbor.

For continuing the removal of obstructions at Ocracoke inlet, North Carolina, twelve thousand and fifty dollars; Ocracoke Inlet.

For continuing the improvement of the navigation of Cape Fear river, below Wilmington, North Carolina, ten thousand dollars; Cape Fear River.

For opening a passage, of fifty yards wide and seven feet deep, at low water, between the town of Beaufort and Pamlico sound, North Carolina, and for improving New river, in addition to two sums of five thousand dollars each, appropriated at the last session of Congress for the harbor of Beaufort and for New river, twenty thousand dollars; Opening passage between town of Beaufort and Pamlico Sound, and improving New River.

For continuing the improvements of the inland channel between Saint Mary's and Saint John's, Florida, five thousand dollars; Channel between St. Marys and St. Johns.

For continuing the improvement of the Cumberland river in Kentucky and Tennessee, according to the report of Colonel Abert, United States Engineer, dated February twenty-third, eighteen hundred and thirty-five, of the survey of said river, fifty-five thousand dollars; Cumberland River.

For continuing the removal of obstructions in the Red river, sixty-five thousand dollars; Red River.

For continuing the improvement of the Ohio river between the falls and Pittsburg, sixty thousand dollars; Ohio River.

For continuing the improvement of the navigation of the Ohio and Mississippi rivers, from Louisville to New Orleans, sixty thousand dollars; Ohio and Mississippi rivers.

For continuing the works for the removal of the obstructions to the navigation of the Mississippi river at its mouth, two hundred and ten thousand dollars; Mississippi River.

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Arkansas River.

For continuing the works for the removal of the obstructions to the navigation of the Arkansas river, in addition to the unexpended balance of thirty-five thousand dollars, the sum of twenty-five thousand dollars;

Mississippi and Missouri rivers.

For continuing the improvement of the Mississippi river above the mouth of the Ohio, and of the Missouri river, forty thousand dollars;

Mississippi River.

For the erection of a pier in the Mississippi river, near Saint Louis, including the sum of fifteen thousand dollars, appropriated for that purpose at the last session of Congress, fifty thousand dollars;

Ohio, Missouri, and Mississippi rivers. Steam snag boat *Archimedes*.

For improving the navigation of the Ohio, Missouri, and Mississippi rivers, and to replace the steam snag-boat, Archimedes, sunk in the Mississippi river in November last, twenty-three thousand dollars;

Black and White rivers.

For continuing the survey of Black and White rivers in Arkansas and Missouri, one thousand dollars;

Survey with view to determine practicability of inland communication between the Chesapeake Bay and Charleston, S. C.

For making a survey from the southern debouche of the Dismal Swamp canal, down the Pasquotank river to Elizabeth, thence to Croatan Sound, Pamlico and other sounds, near the coast of North Carolina; and thence by the most practicable route to Winyaw bay, in South Carolina, with a view to determine the practicability of opening an inland communication for steam navigation, from the Chesapeake bay to Charleston South Carolina, ten thousand dollars;

New Brunswick Harbor.

For improving the harbor of New Brunswick, New Jersey, by removing the obstructions in the Raritan river in addition to the appropriation of July four, eighteen hundred and thirty-six, six thousand nine hundred and sixty-three dollars;

When corporate authorities of Alexandria deposit their stock in Alexandria Canal Company in hands of Secretary of the Treasury, with proper instruments, etc., to vest same in him, etc., he is authorized to advance, from time to time, moneys necessary to complete said canal, not exceeding $300,000.

SEC. 2. *And be it further enacted*, That when the corporate authorities of the town of Alexandria shall deposite [*sic*] the stock held by them in the Alexandria Canal Company, in the hands of the Secretary of the Treasury, with proper and competent instruments and conveyances in law to vest the same in the Secretary of the Treasury and his successors in office, for and on behalf of the United States, to be held in trust upon the same terms and conditions in all respects as the stocks held in the Chesapeake and Ohio Canal by the several cities of this District, were required to be held in and by virtue of the act approved on the seventh day of June, eighteen hundred and thirty-six, entitled "An act for the relief of the several corporate cities of the district of Columbia," that the Secretary of the Treasury be, and he is hereby authorized and directed to advance, out of any moneys in the Treasury not otherwise appropriated, to the Alexandria Canal Company, from time to time, as the progress of the work may require the same, such sums of money, not exceeding three hundred thousand dollars, as may be necessary to complete the said canal to the town and harbor of Alexandria; *Provided*, That the Alexandria Canal Company, in

Proviso.

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the construction of the remaining piers, abutments and works of their aqueduct over the Potomac river, are hereby prohibited and restrained from throwing earth or clay into the open river, and are required with the money furnished by this bill to remove all earth and clay, heretofore deposited by them in the river.

To remove earth from river, etc.

Approved, March 3, 1837.

CHAP. 46.—An Act To provide for continuing the construction, and for the repair of certain roads, and for other purposes, during the year eighteen hundred and thirty-seven.

Mar. 3, 1837. Vol. 5, p. 195.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

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SEC. 3. *And be it further enacted,* That the following sums be and the same are hereby appropriated, to be paid out of any money in the Treasury, not otherwise appropriated, to wit: * * *

* * * * *

For defraying the expenses incidental to making examinations and surveys, under the act of the thirteenth [thirtieth?] of April, eighteen hundred and twenty-four, and for geological and mineralogical surveys and researches in the Indian country, on the public lands, and in the territories of the United States, thirty thousand dollars;

Expenses incidental to making examinations, etc., under act Apr. 30, 1824, c. 46, etc.

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Approved, March 3, 1837.

CHAP. 34.—An Act To continue in force an Act therein mentioned, relating to the port of Baltimore.

Mar. 19, 1838. Vol. 5, p. 215.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed the seventeenth day of March, in the year one thousand eight hundred, entitled "An act declaring the assent of Congress to certain acts of the States of Maryland and Georgia," and which, by subsequent acts, has been revived and continued in force until the third day of March, one thousand eight hundred and thirty-eight, be, and the same, so far as it relates to the act of Maryland, is hereby revived and continued in force until the third day of March, one thousand eight hundred and forty-three. *Provided,* That nothing herein contained shall authorize the demand of a duty on tonnage on vessels propelled by steam, employed in the transportation of passengers.

Act passed Mar 17, 1800, c. 15, so far as relates to act of Maryland, continued to Mar. 3, 1843. 1843, c. 45. Act. Jan. 19, 1861, c. 11.

Proviso.

Approved, March 19, 1838.

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Apr. 20, 1838. Vol. 5, p. 228.

CHAP. 59.—An Act Making an appropriation for the removal of the great raft of Red River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of seventy thousand dollars be appropriated, out of any money in the Treasury not otherwise appropriated, for the complete removal of the great raft in Red River, in the States of Louisiana and Arkansas.

Appropriation for removal of Red River raft, La. and Ark., 1847, c. 35.

Approved, April 20, 1838.

July 7, 1838. Vol. 5, p. 264.

CHAP. 169.—An Act To provide for the support of the Military Academy of the United States for the year eighteen hundred and thirty-eight, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Appropriations.

SEC. 5. *And be it further enacted,* That the following sums be, and the same are hereby appropriated, out of any unappropriated money in the Treasury, viz:

* * * * *

Surveys by civil engineers.

For an outstanding balance of expenditure for surveys by the civil engineers, to enable that Department to settle and close the account for those surveys, two thousand dollars.

* * * * *

Approved, July 7, 1838.

July 7, 1838. Vol. 5, p. 268.

CHAP. 171.—An Act To provide for certain harbors and for the removal of obstructions in and at the mouths of certain rivers, and for other purposes, during the year one thousand eight hundred and thirty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for carrying on and completing certain works heretofore commenced, viz:

Chicago Harbor.

For continuing the improvement of the harbor of Chicago, Illinois, thirty thousand dollars;

Michigan City Harbor.

For continuing the construction of a harbor at Michigan City, Indiana, sixty thousand seven hundred and thirty-three dollars and fifty-nine cents;

St. Joseph pier or breakwater.

For continuing the construction of a pier or breakwater at the mouth of the river Saint Joseph, Michigan, fifty-one thousand one hundred and thirteen dollars;

River Raisin (Monroe Harbor).

For the continuation of the works at the harbor near the mouth of the river Raisin, Michigan, fifteen thousand dollars;

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For continuing the improvement of the harbor at the mouth of Black river, in Jefferson county, State of New York, twenty-two thousand four hundred and one dollars; **Harbor at mouth of Black River.**

For continuing the improvement of the harbor at Whitehall, in the State of New York, fifteen thousand dollars; **Whitehall Harbor.**

For continuing the improvement of the channel at the mouth of Genesee river, in the State of New York, twenty-five thousand dollars; **Genesee River (Charlotte Harbor).**

For continuing the removal of obstructions at Black river, Ohio, five thousand dollars; **Black River (Lorain Harbor).**

For continuing the removal of obstructions at the mouth of the Huron river, in Ohio, five thousand dollars; **Huron River.**

For continuing the improvement of the navigation at the mouth of Vermillion river, Ohio, twenty-three thousand six hundred and twenty-six dollars and fifty seven cents; **Vermilion River.**

For continuing the improvement of Cleaveland harbor, Ohio, fifty-one thousand eight hundred and fifty-six dollars; **Cleveland Harbor.**

For continuing the removal of obstructions at Cunningham creek, Ohio, five thousand dollars; **Cunningham Creek.**

For continuing the removal of obstructions at Ashtabula creek, Ohio, eight thousand dollars; **Ashtabula Creek.**

For continuing the removal of obstructions at Conneaut creek, Ohio, eight thousand dollars; **Conneaut Creek.**

For continuing the improvement of the harbor of Presque isle, Pennsylvania, thirty thousand dollars; **Presque Isle (Erie) Harbor.**

For continuing the improvement of Dunkirk harbor, New York, ten thousand dollars; **Dunkirk Harbor.**

For continuing the improvement of the harbor of Portland, Lake Erie, New York, thirty-five thousand four hundred and sixty-six dollars; **Portland Harbor, N. Y.**

For continuing the improvement of the harbor at Cattaraugus creek, Lake Erie, New York, thirty-two thousand four hundred and ten dollars; **Cattaraugus Creek Harbor.**

For continuing the improvement of the harbor of Salmon river [a], Lake Ontario, New York, thirty thousand dollars; **Salmon River (Port Ontario Harbor).**

For continuing the construction of a breakwater at Plattsburg, New York, twenty-seven thousand five hundred dollars; **Plattsburg breakwater.**

For continuing the improvement of the harbor at the mouth of Oak Orchard creek, New York, five thousand dollars; **Oak Orchard Creek Harbor.**

For continuing the pier at Kennebunk, Maine, eight thousand dollars; **Pier at Kennebunk.**

For continuing the improvement of Big Sodus bay, New York, ten thousand dollars; **Great Sodus Bay.**

For continuing the pier and mole at Oswego harbor, New York, forty-six thousand and sixty-seven dollars; **Pier and mole at Oswego Harbor.**

For continuing the construction of a breakwater at Burlington, Vermont, fifty thousand dollars; **Breakwater at Burlington.**

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[a] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario about 1 mile above the mouth.

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Breakwater on Stanfords ledge.

For continuing the breakwater on Stanford's Ledge, Portland harbor, Maine, twenty-six thousand three hundred and sixty-six dollars;

Breakwater at Hyannis.

For continuing the breakwater at Hyannis harbor, Massachusetts, eight thousand seven hundred and sixty-four dollars;

Sandy Bay (Rockport Harbor).

For continuing the breakwater at Sandy Bay, Massachusetts, twenty thousand dollars;

River Thames.

For continuing the improvement of the channel of the river Thames, leading into Norwich harbor, Connecticut, ten thousand dollars;

Westport Harbor.

For improving the harbor of Westport, Connecticut, four thousand seven hundred and eighty-two dollars;

Hudson River.

For continuing the improvement of the navigation of the Hudson river, above and below Albany, in the State of New York, one hundred thousand dollars; to be expended according to the plan and estimate recommended by the Secretary of War;

Wilmington Harbor.

For continuing the improvement of the harbor of Wilmington, Delaware, nine thousand three hundred and fifty-six dollars;

Newcastle Harbor.

For continuing the improvement of the harbor of New Castle, Delaware, eleven thousand five hundred and seventy-three dollars;

Delaware Breakwater.

For continuing the Delaware breakwater, one hundred and fifty thousand dollars;

Baltimore Harbor.

For continuing the improvement of the harbor of Baltimore, Maryland, twenty thousand dollars;

Cape Fear River.

For continuing the improvement of the navigation of Cape Fear river, below Wilmington, North Carolina, twenty thousand dollars;

Opening passage between Beaufort and Pamlico Sound and improving New River.

For opening a passage of fifty yards wide, and seven feet deep, at low water, between the town of Beaufort and Pamlico sound, North Carolina, and for improving New river, twenty-five thousand dollars;

Pamlico River.

For continuing the improvement of Pamlico, or Tar river, below Washington, North Carolina, five thousand dollars;

Inland channel between St. Marys and St. Johns.

For continuing the improvements of the inland channel between St. Mary's and St. John's, Florida, twenty-nine thousand dollars;

Dog River bar and Choctaw Pass, Mobile Harbor.

For continuing the improvement at Dog river bar, and Choctaw pass, in Mobile harbor, fifty thousand dollars;

Cumberland River.

For continuing the improvement of the Cumberland river, in Kentucky and Tennessee, below Nashville, twenty thousand dollars;

Ohio River.

For continuing the improvement of the Ohio river, between the falls and Pittsburgh, fifty thousand dollars;

Ohio and Mississippi rivers.

For continuing the improvement of the navigation of the Ohio and Mississippi rivers, from Louisville to New Orleans, seventy thousand dollars;

Mississippi and Missouri rivers.

For continuing the improvement of the Mississippi river, above the mouth of the Ohio, and of the Missouri river, twenty thousand dollars;

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For continuing the removal of obstructions in Grand river, Ohio, ten thousand dollars; Grand River (Fairport Harbor).

For continuing the works at Buffalo harbor, twenty thousand five hundred dollars; and for erecting a mound or sea-wall along the peninsula which separates Lake Erie from Buffalo creek, to prevent the influx at the lake over said peninsula, forty-eight thousand dollars; Works at Buffalo Harbor, etc.

For continuing the preservation of Plymouth beach, two thousand four hundred dollars; Plymouth beach.

For continuing the preservation of Provincetown harbor, four thousand five hundred dollars; Provincetown Harbor.

For continuing the preservation of Rainsford island, seven thousand three hundred and fifty-three dollars; Rainsford Island (Boston Harbor).

For continuing the sea-wall for the preservation of Fairweather [Fayerweather] island, and repairing the breakwater near Black Rock harbor, Connecticut, eleven thousand five hundred and fifty dollars; Fayerweather Island sea wall.

For continuing the improvement of the harbor at the mouth of Bass river, Massachusetts, ten thousand dollars; Harbor at mouth of Bass River.

For continuing the breakwater of Church's cove [a], town of Little Compton, Rhode Island, eighteen thousand dollars; Breakwater of Churchs Cove.

For the protection and improvement of Little Egg harbor, ten thousand dollars; Little Egg Harbor.

For improving the natural channels at the northern and southern entrances of the Dismal Swamp canal, ten thousand dollars; Entrances of Dismal Swamp Canal.

For the improvement of the navigation of Savannah river, Georgia, fifteen thousand dollars; Savannah River.

For the improvement of the Arkansas river, forty thousand dollars; Arkansas River.

For removing the sand-bar occasioned by the wreck in the harbor of New Bedford, the unexpended balance of an appropriation of ten thousand dollars, made July four, eighteen hundred and thirty-six, being seven thousand six hundred and ninety-one dollars and thirty-seven cents. Removal of sand bar in New Bedford Harbor. 1836, c. 363.

SEC. 2. *And be it further enacted*, That the appropriation heretofore made of ten thousand dollars, for removing the mud shoal, called the Bulkhead, in the harbor of Appalachicola, be, and the same is hereby, transferred to the deepening of the straight channel in the same harbor. Deepening straight channel in Apalachicola Harbor.

SEC. 3. *And be it further enacted*, That of the several sums appropriated by the first section of this act, which exceed twelve thousand dollars each, one half thereof, if the public service require it, shall be paid out during the year eighteen hundred and thirty-eight, to be applied to the objects as above specified, and the other half in like manner, in the year eighteen hundred and thirty-nine. Of sums appropriated by sec. 1 of this act, which exceed $12,000, one-half shall be paid out in 1838 and the other in 1839.

Approved, July 7, 1838.

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[a] This cove has sometimes been called Fishing Place Cove; it is known also as Sakonnet Point Harbor.

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July 7, 1838. Vol. 5, p. 303.

CHAP. 190.—An Act Making appropriations for certain roads in the Territory of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby appropriated for the construction of roads in the Territory of Wisconsin, to wit:

* * * * *

Survey for improvement of navigation of Rock River.

For the survey, with the view of the improvement of the navigation of Rock river, from the Illinois line, as far up the same as the contemplated point of intersection with the Milwaukee and Rock river canal, and also of the Haven [a] of the said river, next below Lake Kushkenong [Koshkonong] to Madison, the seat of Government of the Territory of Wisconsin, a sum not exceeding one thousand dollars.

Survey of Des Moines and Iowa rivers.

For the survey of the Des Moines and Iowa rivers, with a view to the improvement of their navigation, a sum not exceeding one thousand dollars.

* * * * *

Approved, July 7, 1838.

Mar. 3, 1839. Vol. 5, p. 328.

CHAP. 72.—An Act To authorize the construction of certain improvements in the Territory of Wisconsin and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the further survey and estimate of the cost of improving the navigation of the Neenah [Fox] and Wisconsin rivers and connecting the same by a navigable canal or water communication, two thousand dollars be, and the same are hereby appropriated; * * *

For further survey and estimate for improving and connecting the Neenah (Fox) and Wisconsin rivers.

* * * * *

Approved, March 3, 1839.

Mar. 3, 1839. Vol. 5, p. 330.

CHAP. 76.—An Act Making appropriations for building a pier at the northern extremity of Winnebago Lake, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the security of the navigation of the commerce of the United States, the following sums be, and the same hereby are, appropriated to be paid out of any money in the Treasury not otherwise appropriated, and to be applied to the following objects:

---

[a] Four lakes, called Mendota, Monona, Waubesa, and Kegonsa, with their outlet, the Catfish River (River of the Four Lakes), which empties into Rock River, constitute the haven, so called. Madison is situated on an isthmus between the two lakes first mentioned, the two other lakes being farther downstream.

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For building a pier at the northern extremity of Winnebago lake, in the Territory of Wisconsin, the sum of five hundred dollars; Pier at northern extremity of Winnebago Lake, Fox River.

* * * * *

Approved, March 3, 1839.

CHAP. 78.—An Act For the improvement and survey of certain rivers, and the repair of certain roads in Florida. Mar. 3, 1839. Vol. 5, p. 331.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, to be paid out of any money in the Treasury, not otherwise appropriated, for the purposes herein specified, that is to say,

For the removal of obstructions at the mouth of the Suwannee river, and for the survey of the said river, with a view to its improvement, fifteen thousand dollars; Removal of obstructions at mouth, and survey of, Suwanee River.

For the survey of Yellow river [a], Florida, to ascertain the practicability and cost of removing the rafts which obstruct its navigability, five hundred dollars; Survey of Yellow River.

* * * * *

Approved, March 3, 1839.

CHAP. 82.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year eighteen hundred and thirty-nine. Mar. 3, 1839. Vol. 5, p. 339.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby appropriated, to be paid out of any unappropriated money in the Treasury, viz:

* * * * *

For deepening the straight channel of the east pass to Appalachicola, Florida, being the balance of an appropriation transferred to this improvement, and since carried to the surplus fund, nine thousand nine hundred dollars; Reappropriation for East Pass to Apalachicola.

For improving the harbor of Saybrook, by removing the bar at the mouth of Connecticut river, being the balance of an appropriation carried to the surplus fund, fifteen thousand seven hundred and ten dollars; Reappropriation for Saybrook Harbor, Conn.

* * * * *

Approved, March 3, 1839.

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[a] Known also as Yellowwater River. It is distinct from Yellow River, Georgia.

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Mar. 3, 1839. Vol. 5, p. 352.

CHAP. 86.—An Act To authorize the construction of a road from Dubuque, in the Territory of Iowa, to the northern boundary of the State of Missouri, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

* * * * *

Secretary of War to cause survey of Red Cedar River, Iowa, and estimate to be made.

SEC. 2. *And be it further enacted*, That the Secretary of War be, and he is hereby, empowered to cause a survey of Red Cedar river, within the said Territory, and an estimate to be made, with a view to the improvement of the navigation thereof above the town of Moscow, and the connection of the said navigation with the river Mississippi by a canal, extending from the vicinity of said town to some suitable point in or near the town of Bloomington; and to defray the expense of said survey and estimate, the sum of fifteen hundred dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated.

$1,500 appropriated.

* * * * *

Approved, March 3, 1839.

May 8, 1840. Vol. 5, p. 371.

CHAP. 22.—An Act Making appropriations for the civil and diplomatic expenses of the Government for the year eighteen hundred and forty.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, viz:

* * * * *

Payment to W. G. McNeill. Apalachicola Bay.

For compensation to William Gibbs McNeil, being an excess of expenditure over and above the appropriation for surveys made under his direction of the East pass of the Appalachicola Bay, one hundred and fifty dollars and twenty-nine cents;

* * * * *

Approved, March 3, 1840.

July 20, 1840. Vol. 6, p. 807.

CHAP. 80.—An Act For the relief of Ebenezer Lobdell.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to Ebenezer Lobdell, out of any money in the treasury not otherwise appropriated, the sum of one thousand and seventy-five dollars and thirty-nine cents, for extra labor in clearing out certain obstructions in the river Kennebec, not within the terms

To be paid for extra labor in removing obstructions from River Kennebec, Me.

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of a contract executed by him and Peter Grant, the agent of the United States, in the thirtieth day of May, eighteen hundred and twenty-nine.

Approved, July 20, 1840.

CHAP. 12.—An Act To confirm to the State of Indiana the land selected by her for that portion of the Wabash and Erie Canal which lies between the mouth of the Tippecanoe River and Terre Haute, and for other purposes.

Feb. 27, 1841. Vol. 5, p. 414.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and there hereby is, confirmed to the State of Indiana, the land selected by her, under the provisions of the act of second of March, eighteen hundred and twenty-seven, entitled "An act to grant a certain quantity of land to the State of Indiana, for the purpose of aiding the State in opening a canal to connect the waters of the Wabash with those of Lake Erie," for that portion of the canal between the mouth of the Tippecanoe river and Terre Haute, as returned by said State to the Secretary of the Treasury.

Wabash and Erie Canal.

Land selected by Indiana under act of Mar. 2, 1827, c. 56, confirmed to her. 1834, c. 137; 1845, c. 42.

SEC. 2. *And be it further enacted*, That should any of said lands, at the time of their selection and location by the State, have been subject to any right of pre-emption, or other legal incumbrance, the State of Indiana shall be, and she hereby is, authorized to select, of any lands subject to private entry in said State, other lands in lieu of so much thereof as may be so incumbered, and, upon return of a description of the same to the Secretary of the Treasury, the same shall be, and hereby is, confirmed to the State: *Provided*, That no more land shall be selected, or hereby confirmed, than a quantity equal to one half of five sections in width on each side of said canal, from the mouth of the Tippecanoe river to Terre Haute.

Indiana authorized to select other lands in lieu of those subject to preemption, etc.

Proviso.

Approved, February 27, 1841.

CHAP. 24.—An Act Making appropriations for certain fortifications of the United States, for the year one thousand eight hundred and forty-one.

Mar. 3, 1841. Vol. 5, p. 415.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for the preservation, repairs, construction, and incidental and contingent expenses of certain fortifications, in the year eighteen hundred and forty-one, viz.:

* * * * *

For repairs of sea-wall on Deer island, Boston harbor, one thousand five hundred dollars;

Deer Island.

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Rainsford Island.

For repairs of sea-wall on Rainsford island, Boston harbor, one thousand dollars;

St. Augustine, Fla.

For continuing sea-wall at St. Augustine, fifteen thousand dollars;

* * * * *

Approved, March 3, 1841.

Mar. 3, 1841. Vol. 5, p. 415.

CHAP. 25.—An Act To provide for the support of the Military Academy for the year one thousand eight hundred and forty-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

Balance due Lyon & Howard for steam dredges on Lake Michigan.

SEC. 2. *And be it further enacted*, That there be, and hereby is, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, the sum of four thousand three hundred and sixty-nine dollars, to pay a balance certified by the Topographical Bureau to be due to Lyon and Howard, as the balance upon a contract for building two steam dredging machines upon Lake Michigan.

Approved, March 3, 1841.

Mar. 3, 1841. Vol. 5, p. 433.

CHAP. 36.—An Act Making appropriations for the support of the Army for the year one thousand eight hundred and forty-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same hereby are, appropriated to be paid out of any money in the Treasury not otherwise appropriated, for the support of the army for the year one thousand eight hundred and forty-one;

* * * * *

For removing Red River raft.

* * * for removing the raft of Red river under the direction of the Secretary of War seventy-five thousand dollars;

* * * * *

Approved, March 3, 1841.

Sept. 4, 1841. Vol. 5, p. 453.

CHAP. 16.—An Act To appropriate the proceeds of the sales of the public lands, and to grant pre-emption rights.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the thirty-first day of December, in the year of our Lord one thousand eight hundred and forty-one, there be allowed and paid to each of the States of Ohio, Indiana, Illinois, Alabama, Missouri, Mississippi, Louisiana, Arkansas, and Michigan, over and above what each of the said States is entitled to by the terms of the compacts entered into between them and the United

Certain States to be paid 10 per cent on net proceeds of sales of public lands therein, in addition to what they are entitled by certain compacts.

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States, upon their admission into the Union, the sum of ten per centum upon the nett [*sic*] proceeds of the sales of the public lands, which, subsequent to the day aforesaid, shall be made within the limits of each of said States respectively: *Provided*, That the sum so allowed to the said States, respectively, shall be in no wise affected or diminished on account of any sums which have been heretofore, or shall be hereafter, applied to the construction or continuance of the Cumberland road, but that the disbursements for the said road shall remain, as heretofore, chargeable on the two per centum fund provided for by compacts with several of the said States.

Proviso. Said sum not affected by sums applied to Cumberland road.

* * * * *

SEC. 8. *And be it further enacted*, That there shall be granted to each State specified in the first section of this act five hundred thousand acres of land for purposes of internal improvement: *Provided*, that to each of the said States which has already received grants for said purposes, there is hereby granted no more than a quantity of land which shall, together with the amount such State has already received as aforesaid, make five hundred thousand acres, the selections in all of the said States, to be made within their limits respectively in such manner as the Legislatures thereof shall direct; and located in parcels conformably to sectional divisions and subdivisions, of not less than three hundred and twenty acres in any one location, on any public land except such as is or may be reserved from sale by any law of Congress or proclamation of the President of the United States, which said locations may be made at any time after the lands of the United States in said States respectively, shall have been surveyed according to existing laws. And there shall be and hereby is, granted to each new State that shall be hereafter admitted into the Union, upon such admission, so much land as, including such quantity as may have been granted to such State before its admission, and while under a Territorial Government, for purposes of internal improvement as aforesaid, as shall make five hundred thousand acres of land, to be selected and located as aforesaid.

500,000 acres of land to be granted to States specified in sec. 1, for internal improvements.

Proviso. Grants heretofore made for such purposes to be included in said 500,000.

Selections, where to be made, and how.

To be located, how, where, and when.

Quantity granted to new States that shall hereafter be admitted.

SEC. 9. *And be it further enacted*, That the lands herein granted to the States above named shall not be disposed of at a price less than one dollar and twenty-five cents per acre, until otherwise authorized by a law of the United States; and the nett [*sic*] proceeds of the sales of said lands shall be faithfully applied to objects of internal improvement within the States aforesaid, respectively, namely: Roads, railways, bridges, canals and improvement of water-courses, and draining of swamps; and such roads, railways, canals, bridges and water-courses, when made or improved, shall be free for the transportation of the United States mail, and munitions of war, and for the passage of their troops, without the payment of any toll whatever.

Said lands not to be sold for less than $1.25 per acre.

Net proceeds to be faithfully applied to internal improvements—objects specified.

Roads, etc., to be free for transportation of United States mail, etc.

* * * * *

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The 2 per cent relinquished to Alabama—payable when.

SEC. 17. *And be it further enacted*, That the two per cent. of the nett [*sic*] proceeds of the lands sold by the United States, in the State of Alabama, since the first day of September, eighteen hundred and nineteen, and reserved by the act entitled "An act to enable the people of the Alabama Territory to form a constitution and State government, and for the admission of such State into the Union on an equal footing with the original States," for the making of a road or roads leading to the said State, be, and the same is hereby, relinquished to the said State of Alabama, payable in two equal instalments, the first to be paid on the first day of May, eighteen hundred and forty-two, and the other on the first day of May, eighteen hundred and forty-three, so far as the same may then have accrued, and quarterly, as the same may thereafter accrue:

1819, c. 47.

Proviso. Alabama first to pass act accepting same and embracing certain provision for its application.

Provided, That the Legislature of said State shall first pass an act, declaring their acceptance of said relinquishment, and also embracing a provision, to be unalterable without the consent of Congress, that the whole of said two per cent. fund shall be faithfully applied, under the direction of the Legislature of Alabama, to the connection, by some means of internal improvement, of the navigable waters of the bay of Mobile with the Tennessee river, and to the construction of a continuous line of internal improvements from a point on the Chattahoochie river, opposite West Point, in Georgia, across the State of Alabama, in a direction to Jackson, in the State of Mississippi.

Approved, September 4, 1841.

Sept. 9, 1841. Vol. 5, p. 458.

CHAP. 17.—An Act Making appropriations for various fortifications, for ordnance, and for preventing and suppressing Indian hostilities.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, namely:

* * * * *

St. Augustine.

For continuing sea-wall at Saint Augustine, Florida, five thousand dollars;

* * * * *

SEC. 3. *And be it further enacted*, That the following sums be in like manner appropriated:

* * * * *

Arrearages for roads, harbors, rivers, etc.

For arrearages due for roads, harbors, and rivers, where public works and improvements have hitherto been made, and for the protection of public property now on hand at these places, and for arrearages for surveys and completing maps authorized by act of March third, eighteen hundred and thirty-nine, forty thousand dollars;

* * * * *

Approved, September 9, 1841.

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No. 6. A Joint Resolution making it the duty of the Attorney-General to examine into the titles of the lands or sites for the purpose of erecting thereon armories and other public works and buildings, and for other purposes.

Sept. 11, 1841. Vol. 5, p. 468.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Attorney General of the United States to examine into the titles of all the lands or sites which have been purchased by the United States, for the purpose of erecting thereon armories, arsenals, forts, fortifications, navy yards, custom-houses, light-houses, or other public buildings of any kind whatever, and report his opinion as to the validity of the title in each case, to the President of the United States.

Attorney-General to make examination and report to President. Vol. 25, p. 94; *post*, p. 479.

2. *Resolved*, That it shall be the duty of all the officers of the United States having any of the title papers to the property aforesaid in their possession, to furnish them forthwith to the Attorney General, to aid him in the investigation aforesaid.

Title papers to be furnished to Attorney-General.

3. *Resolved*, That no public money shall be expended upon any site or lands hereafter to be purchased by the United States for the purposes aforesaid, until the written opinion of the Attorney General shall be had in favor of the validity of the title, and also the consent of the Legislature of the State in which the land or site may be shall be given to said purchaser[a].

Public money not to be expended on any site or land hereafter purchased until, etc.

4. *Resolved*, That it shall be the duty of the District Attorneys of the United States, upon the application of the Attorney General, to furnish any assistance or information in their power in relation to the titles of the public property aforesaid lying within their respective districts.

District attorneys to furnish assistance.

5. *Resolved*, That it shall be the duties of the Secretaries of the Executive Departments, upon the application of the Attorney General, to procure any additional evidence of title which he may deem necessary, and which may not be in the possession of the officers of Government; the expense of procuring which to be paid out of the appropriations made for the contingencies of the Departments respectively.

Secretaries of Executive Departments to procure additional evidence.

6. *Resolved*, That it shall be the duty of the Secretaries of the Executive Departments, respectively, under whose direction any lands for the purposes aforesaid may have been purchased, and over which the United States do not possess jurisdiction, to apply to the Legislatures of the States in which the lands are situated, for a cession of jurisdiction, and in case of refusal, to report the same to Congress at the commencement of the next session thereafter.

Secretaries of Executive Departments to apply to State legislatures for jurisdiction over said lands, etc.

Approved, September 11, 1841.

[a] See act approved Apr. 24, 1888, page 479 hereof.

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June 4, 1842. Vol. 6, p. 829.

CHAP. 35.—An Act For the relief of the Plumb Island Bridge and Turnpike Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be paid to the Plumb Island Bridge and Turnpike Company, of Newburyport, in the State of Massachusetts, out of any money in the Treasury not otherwise appropriated, the sum of eight thousand dollars, for the destruction of a bridge, occasioned by the construction of a breakwater by the United States.

To be paid $8,000 for destruction of bridge across Merrimac River.

Approved, June 4, 1842.

Aug. 23, 1842. Vol. 5, p. 508.

CHAP. 183.—An Act Making appropriations for the support of the Army, and of the Military Academy, for the year one thousand eight hundred and forty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same hereby are, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the army for the year one thousand eight hundred and forty-two.

Appropriations for Army.

* * * * *

For arrearages and for the preservation of the public property at the several places of harbor and river improvement, fifteen thousand dollars.

Arrearages and preservation of public property.

* * * * *

SEC. 3. *And be it further enacted,* * * *

* * * * *

For building and repairing the necessary boats, and for carrying on the improvements on the Missouri, Mississippi, Ohio, and Arkansas rivers, one hundred thousand dollars, under the direction of the Secretary of War: and, for the preservation and repairs of public works heretofore constructed for the improvement of harbors, thirty thousand dollars.

Improvements on western rivers.

Preservation and repairs of works for improvement of harbors.

Approved, August 23, 1842.

Aug. 31, 1842. Vol. 5, p. 582.

CHAP. 288.—An Act Making appropriations for certain fortifications of the United States, for the year one thousand eight hundred and forty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for the preservation, repairs, and construction of certain fortifications, in the year eighteen hundred and forty-two, viz.:

* * * * *

For repairs of sea-wall on Deer Island, Boston harbor, two thousand dollars.

Deer Island.

* * * * *

Approved, August 31, 1842.

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CHAP. 45.—An Act To continue in force an Act therein mentioned, relating to the port of Baltimore. Feb. 24, 1843. Vol. 5, p. 602.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed the seventeenth day of March, one thousand eight hundred, entitled "An act declaring the assent of Congress to certain acts of the States of Maryland and Georgia," and which by subsequent acts has been revived and continued in force until the third of March, one thousand eight hundred and forty-three, be, and the same, so far as it relates to the act of the State of Maryland, is hereby revived and continued in force until the first day of June, in the year one thousand eight hundred and fifty: *Provided*, That nothing herein contained shall authorize the demand of a duty on tonnage on vessels propelled by steam employed in the transportation of passengers.

Act Mar. 17, 1800, c. 15, so far as relates to Maryland, revived and continued to June 1, 1850, act Jan. 19, 1861, c. 11.

Proviso. 1850, c. 17.

Approved, February 24, 1843.

CHAP. 52.—An Act Making appropriations for the support of the Army and of the Military Academy, and for armories, arsenals, arms and munitions of war, and surveys, for the half calendar year ending the thirtieth day of June, one thousand eight hundred and forty-three, and for the fiscal year beginning the first day of July, one thousand eight hundred and forty-three, and ending the thirtieth day of June, one thousand eight hundred and forty-four. Mar. 1, 1843. Vol. 5, p. 604.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same hereby are, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the army and of the military academy, and for armories, arsenals, arms and munitions of war, and surveys, for the half calendar year, commencing on the first day of January, and ending the thirtieth day of June, one thousand eight hundred and forty-three, and for the fiscal year beginning the first day of July, one thousand eight hundred and forty-three, and ending the thirtieth day of June, one thousand eight hundred and forty-four:

* * * * *

For surveys in reference to the military defences of the frontier, inland and Atlantic, for the said fiscal year, including a survey of the direct communication from Albemarle Sound to the Atlantic ocean, with a view to reopen a ship channel [*], fifteen thousand dollars.

Surveys.

* * * * *

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*The report on this item had reference to connecting Croatan and Roanoke sounds with the ocean by the reopening of Roanoke Inlet, at Nags Head, N. C.

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Improvements on western rivers.

For the continuation of improvements on the Missouri, Mississippi, Ohio and Arkansas rivers, for said half year, fifty thousand dollars; and for said fiscal year, one hundred thousand dollars.

* * * * *

Approved, March 1, 1843.

Mar. 1, 1843. Vol. 6, p. 888.

CHAP. 67.—An Act For the relief of George Randall, John C. Haskell, and Elisha H. Holmes.

To be paid for removing bar at Saybrook, Connecticut River.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay to George Randall, John C. Haskell, and Elisha H. Holmes, or their legal representatives, the sum of three thousand four hundred and seventy-one dollars, and fifty-seven cents, out of any money in the treasury not otherwise appropriated, being the amount of labor bestowed and expenses incurred by them as contractors for removing the bar at Saybrook, in the State of Connecticut, over and above the amount appropriated by the twenty-fourth Congress for that purpose.

Approved, March 1, 1843.

Mar. 3, 1843. Vol. 5, p. 607.

CHAP. 70.—An Act Making appropriations for certain fortifications of the United States for the half calendar year beginning on the first day of January and ending on the thirtieth day of June, one thousand eight hundred and forty-three; and for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-three and ending on the thirtieth day of June, one thousand eight hundred and forty-four.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for the preservation, repairs, and construction of certain fortifications, for the half calendar year beginning on the first day of January, and ending on the thirtieth day of June, one thousand eight hundred and forty-three; and for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-three, and ending on the thirtieth day of June, one thousand eight hundred and forty-four:

* * * * *

Lovells Island.

For sea-wall on Lovell's island, Boston harbor, for the said fiscal year, sixteen thousand dollars.

* * * * *

Approved, March 3, 1843.

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CHAP. 85.—An Act For the protection of commerce on Lake Michigan.

Mar. 3, 1843. Vol. 5, p. 619.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the protection of commerce on Lake Michigan.

For the half calendar year from the first of January to thirtieth June, eighteen hundred and forty-three; and for the fiscal year from the first day of July, eighteen hundred and forty-three, to the thirtieth June eighteen hundred and forty-four, viz:

Milwaukee Harbor.

For the construction of a harbor at the most suitable situation at or near Milwaukie in the Territory of Wisconsin, to be made under the survey of an officer to be appointed by the Secretary of War, for the said half calendar year, fifteen thousand dollars; and for the said fiscal year, fifteen thousand dollars.

* * * * *

Chicago Harbor.

For continuing the public works at the harbor of Chicago, in the State of Illinois, for the said half calendar year, ten thousand dollars; and for the said fiscal year, fifteen thousand dollars.

St. Joseph Harbor.

For continuing the public works at the harbor of St. Joseph in the State of Michigan; for the said half calendar year, ten thousand dollars; and for the said fiscal year, fifteen thousand dollars.

Location of Milwaukee Harbor.

SEC. 2. *And be it further enacted,* That before the money hereby appropriated for the construction of a harbor at or near said Milwaukie, shall be expended, the corps of topographical engineers shall select from actual examination and survey the point of location of said harbors.

Approved, March 3, 1843.

CHAP. 147.—An Act For the relief of Samuel Weller.

Mar. 3, 1843. Vol. 6, p. 898.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the accounting officers of the treasury department be, and they are hereby, directed and required to ascertain the quantity of timber, stone and other materials delivered by Samuel Weller, after the twentieth of March, one thousand eight hundred and thirty-nine, for the construction of a breakwater at the harbor of Plattsburg, Lake Champlain, New York, under certain agreements made with the superintendent for the construction of said breakwater, in the summer or fall of one thousand eight hundred and thirty-eight, and of the eighth of February, one thousand eight hundred and thirty-nine; and when the quantity is so ascertained of the size and quality de-

To be paid for materials furnished for breakwater at Plattsburg.

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scribed in said contracts, that the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to said Samuel Weller, the prices stipulated in said contracts for the same, out of any moneys in the treasury not otherwise appropriated.

Approved, March 3, 1843.

June 11, 1844. Vol. 5, p. 661.

CHAP. 44.—An Act Making appropriations for the improvement of certain harbors and rivers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any unappropriated money in the treasury, for the prosecution and completion of the following works, viz:

Ohio River.

For the improvement of the Ohio river between Pittsburg and the Falls of Louisville, one hundred thousand dollars:

For the improvement of the Ohio river below the Falls at Louisville, and of the Mississippi, Missouri, and Arkansas rivers, one hundred and eighty thousand dollars:

Harbor of St. Louis.

For removing obstructions to the navigation in the harbor of St. Louis, twenty-five thousand dollars:

Breakwater at Burlington, Vt.

For the continuation of the breakwater structure at Burlington, Lake Champlain, State of Vermont, ten thousand dollars:

Breakwater at Plattsburg, N. Y.

For the continuation of the breakwater structure at Plattsburg, on Lake Champlain, State of New York, ten thousand dollars:

Port Ontario.

For the continuation of the works at Port Ontario, Lake Ontario, five thousand dollars:

Harbor of Oswego, N. Y.

For the continuation of the works at the harbor of Oswego, Lake Ontario, State of New York, twenty thousand dollars:

Genesee River (Charlotte Harbor), N. Y.

For the further removal of obstructions at the mouth of the Genesee river, in the State of New York, ten thousand dollars:

Oak Orchard Creek.

For the continuation of the work at Oak Orchard Creek, Lake Ontario, five thousand dollars:

Great Sodus Bay.

For continuing the improvement at Big Sodus bay, Lake Ontario, five thousand dollars:

Harbor at Buffalo, N. Y.

For continuation and enlargement of the present harbor at Buffalo, State of New York, forty thousand dollars:

Dunkirk, N. Y.

For continuation of the works at Dunkirk, State of New York, five thousand dollars:

Erie Harbor.

For continuation of the works at the harbor of Erie, on Lake Erie, forty thousand dollars:

Conneaut Harbor, Ohio.

For the continuation of the works at Conneaut harbor, in the State of Ohio, five thousand dollars:

Harbor of Ashtabula, Ohio.

For continuing the improvement of the harbor at Ashtabula, Ohio, five thousand dollars:

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For the further improvement of Grand River harbor, in the State of Ohio, ten thousand dollars: Grand River (Fairport Harbor), Ohio.

For continuing the works at the Huron harbor, on Lake Erie, five thousand dollars: Huron Harbor.

For the continuation of the works at the harbor of Cleveland, Ohio, twenty-five thousand dollars: Harbor of Cleveland, Ohio.

For the preservation of the harbor at Sandusky city, Ohio, and improving the same, fifteen thousand dollars, the same to be expended under the orders of the Secretary of War, and according to such plan of improvement as may be recommended by him: Harbor of Sandusky, Ohio.

For the further improvement of River Raisin harbor, Michigan, twenty thousand dollars: River Raisin (Monroe Harbor), Mich.

For the further improvement of the harbor at St. Joseph, Michigan, twenty thousand dollars: Harbor of St. Joseph, Mich.

For continuing the improvement of the harbor of Michigan city, State of Indiana, twenty-five thousand dollars: Harbor of Michigan City, Ind.

For the further improvement of the harbor of Chicago, Illinois, thirty thousand dollars: Harbor of Chicago, Ill.

For continuing the works at the harbor at Milwaukie, Wisconsin, twenty thousand dollars: Harbor of Milwaukee, Wis.

For the preservation and repair of harbors on the lakes, other than those enumerated, the construction of which has been authorized by law, and which have been partially completed, twenty thousand dollars. Harbors on lakes not enumerated, but authorized by law.

Approved, June 11, 1844.

CHAP. 50.—An Act Granting a section of land for the improvement of Grant River at the town of Potosi, in Wisconsin Territory. June 15, 1844. Vol. 5, p. 663.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the Territory of Wisconsin, section number thirty-four, in township number three north, in range number three west, of the fourth principal meridian in the said Territory, for the purpose of improving Grant river, known as the Grant Slue, at the town of Potosi, in the said Territory, and for no other use or purpose whatever: and the said land shall be surveyed, and divided into lots, and shall be sold and disposed of in such manner, and under such regulations and restrictions, as the Legislature of the said Territory shall establish: *Provided*, That in disposing of the same, preemption rights shall be granted to actual settlers and occupants residing on said lots, at the time of the passage of this act, according to the provisions and restrictions in the next section provided. One section of land granted; to be divided into lots and disposed of. *Proviso.* Preemption rights to be granted to actual settlers.

SEC. 2. *And be it further enacted*, That the Surveyor-General of Wisconsin and Iowa, shall appoint three disinterested commissioners, whose duty it shall be to view and examine all the lots which are actually occupied and improved, and assess the true value of said lots, without taking into the estimation, any of the improvements on Commissioners to be appointed to value occupied lots and occupants to pay assessed value within one year.

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the same; and the occupants of said lots, by paying, within one year from the passage of this act, the assessed value as aforesaid of their respective lots, shall be entitled to the right of pre-emption as aforesaid; and upon the failure of any, or all said occupants to do so, the said lot or lots to the extent of such failure, shall be sold as other lots in said town: *Provided*, That the said occupants may at any time before said lots are sold, pay the assessed value and thereby save their right of pre-emption aforesaid: *And provided further*, That the said commissioners aforesaid shall, before they enter upon their duties as such, be sworn faithfully to discharge their duties according to the provisions of this act; and they shall receive a compensation for their services to be prescribed by the legislature of said Territory: *Provided*, That the whole compensation to said Commissioners shall not exceed the sum of one hundred and twenty dollars.

Proviso.

Proviso.

Commissioners to be sworn and receive compensation.

Proviso.

Approved, June 15, 1844.

June 15, 1844. Vol. 5, p. 668.

CHAP. 60.—An Act Making appropriations for certain improvements on the western shore of Lake Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twelve thousand five hundred dollars be, and is hereby appropriated, out of any moneys in the treasury not otherwise appropriated, for the construction of a harbor at the town of Southport [a], in the Territory of Wisconsin.

Harbor at Southport (Kenosha), Wis.

SEC. 2. *And be it further enacted*, That the corps of topographical engineers shall select, from actual examination and survey, the point of location of said harbor.

Topographical engineers to select location.

SEC. 3. *And be it further enacted*, That the money hereby appropriated shall be expended under the direction of the War Department.

Money to be expended under direction of War Department.

Approved, June 15, 1844.

June 15, 1844. Vol. 5, p. 668.

CHAP. 61.—An Act Making appropriations to aid in completing the harbor at Racine, on the western shore of Lake Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twelve thousand five hundred dollars be, and is hereby appropriated, to be paid out of any moneys in the treasury not otherwise appropriated, to aid in the completion of a harbor already commenced by the citizens of the town of Racine, at the mouth of Root river, in the Territory of Wisconsin.

Appropriation.

SEC. 2. *And be it further enacted*, That the money hereby appropriated shall be expended under the direction of the War Department.

To be expended under direction of War Department.

Approved, June 15, 1844.

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[a] Now known as Kenosha.

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CHAP. 66.—An Act Making appropriation for certain improvements in the Territory of Iowa. June 15, 1844. Vol. 5, p. 670.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and they are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War.

Appropriations to be expended under direction of Secretary of War.

For the improvement of the harbor at the town of Dubuque, seven thousand five hundred dollars; *Provided*, upon due examination and survey, under the direction of the Secretary of War, it shall appear that a permanent improvement can be accomplished and completed for this amount, so as to admit the landing of steamers of the largest class navigating the river at the town of Dubuque at all seasons of the year.

Dubuque Harbor, Iowa; provided it will make permanent improvement.

* * * * *

Approved, June 15, 1844.

CHAP. 67.—An Act Making appropriations for certain improvements in the Territory of Florida. June 15, 1844. Vol. 5, p. 670.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby appropriated for improvements in the Territory of Florida, to be expended under the direction of the Secretary of War, to wit:

To be expended under direction of Secretary of War.

For removal of obstructions to the navigation of the rivers Choctawhatchie, and Holmes, ten thousand dollars;

Choctawhatchee and Holmes rivers.

* * * * *

For connecting the waters of Indian river and Mosquito lagoon, at the Haulover, one thousand five hundred dollars;

Connecting Indian River and Mosquito Lagoon.

For removal of obstructions in the navigation of the river St. Mark's, above its confluence with the Wakulla river, two thousand five hundred dollars.

St. Marks River.

Approved, June 15, 1844.

CHAP. 85.—An Act For the relief of George M. Jones.

Be it enacted by the Senate and House of Representat[illegible]ne of the United States of America, in Congress assen[illegible]tici- That the Secretary of the Treasury be, and he is [illegible] directed to pay to George M. Jones, or his heirs [illegible] of three hundred and twenty dollars, and eighty [illegible] out of any money in the treasury not otherwi[illegible] ated, being the balance due him on his acc[illegible] smith work done, and materials furnish[illegible]

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Prescott, as agent of the United States, for the use of the dredging-machine while at work in removing the bar at Nantucket harbor in eighteen hundred and thirty-two.

Approved, June 15, 1844.

June 15, 1844. Vol. 6, p. 916.

CHAP. 87.—An Act For the relief of Gervis Foote.

Payment for delivery of stone at Barcelona (Portland), N. Y.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay to Gervis Foote, of the State of New York, or his heirs, the sum of eleven hundred and fifty dollars, out of any money in the treasury not otherwise appropriated, being the amount agreed to be paid to him by the agent of the United States, under his contract for the delivery of a certain quantity of stone on the bank of Lake Erie, at Barcelona [a], in eighteen hundred and thirty-eight, and eighteen hundred and thirty-nine.

Approved, June 15, 1844.

June 15, 1844. Vol. 6, p. 916.

CHAP. 88.—An Act For the relief of Samuel B. Folger.

Payment for blacksmith's work, etc., at Nantucket Harbor, Mass.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay to Samuel B. Folger, or his heirs, the sum of five hundred and thirty-six dollars and seventy-four cents, out of any money in the treasury not otherwise appropriated, being the amount of his account of blacksmith work done, and materials furnished to Lieutenant Jonathan Prescott, for the use of the public works at Nantucket harbor, then under his charge as an officer in the engineer service of the United States, during the years eighteen hundred and thirty, eighteen hundred and thirty-one, and eighteen hundred and thirty-two.

Approved, June 15, 1844.

June 15, 1844. Vol. 6, p. 916.

CHAP. 89.—An Act For the relief of Samuel B. Tuck.

To be expended under direction of War Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay Samuel B. Tuck or his heirs, a just and reasonable price for thirty and nineteen thirty-sixths chaldron of the Virginia coal delivered to Lieutenant Jonathan Prescott, agent of the United States at Nantucket har-

Approved, June 15, 1844.

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[a] Now known as Portland.

bor, in the year one thousand eight hundred and thirty-two, out of any money in the treasury not otherwise appropriated: *Provided*, The whole amount to be paid under this act shall not exceed the sum of four hundred and twelve dollars and twelve cents.

Proviso.

Approved, June 15, 1844.

CHAP. 105.—An Act Making appropriations for the civil and diplomatic expenses of Government for the fiscal year ending the thirtieth day of June, eighteen hundred and forty-five, and for other purposes.

June 17, 1844. Vol. 5, p. 681.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

SEC. 2. *And be it further enacted*, That whenever, hereafter, in submitting to Congress the annual estimates from the several Executive Departments of the Government, it shall be found that the usual items of such estimates vary materially in amount from the appropriation ordinarily asked for the object named, and especially from the appropriation granted for the same objects for the year next preceding, and whenever new items not theretofore usual shall be introduced into such estimates for any year, the estimates shall be accompanied by minute and full explanations from the head of the appropriate department, of all such variations and new items, setting forth the reasons and grounds upon which the amounts are required, and the different items added: and whenever any such estimate, whether annual or special, shall ask an appropriation for any new specific expenditure, such as the construction of a fort, the erection of a custom-house, or other public building, or the construction of any other public work requiring a plan before the building or work can be properly completed, every such estimate shall be accompanied by a full plan and detailed estimates of the cost of the whole work; and all subsequent estimates for every such work shall give the original estimated cost, the aggregate amount theretofore appropriated for the same, and the amount actually expended thereupon, as well as the amount asked for the current year for which such estimates shall be made; and whenever any such subsequent estimates shall ask for an appropriation for any such work beyond the original estimate of the cost, the full reasons for the excess, and the extent of the anticipated excess, shall be also stated.

When usual items vary materially in amount from ordinary appropriation for that object, etc.

All estimates for work requiring plan must be accompanied with one.

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Approved, June 17, 1844.

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Feb. 13, 1845. Vol. 6, p. 935.

CHAP. 11.—An Act For the relief of Gideon Batchelder and others.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury pay, out of any money in the treasury not otherwise appropriated, such sum as shall be found equitably due to Gideon Batchelder and others, by the proper accounting officer, for any stone delivered in the years one thousand eight hundred and thirty-eight and one thousand eight hundred and thirty-nine, towards the erection of Sandy Bay Breakwater, near Gloucester, Massachusetts, under the inspection and by the assent of the public agent there at that time; the price not to exceed the previous contract price, and none to be paid for which was so delivered after the year one thousand eight hundred and thirty-nine, or which was not suitable for the work, and useful either for its completion or preservation.

To be paid for stone for Sandy Bay breakwater (Rockport Harbor).

Approved, February 13, 1845.

Feb. 26, 1845. Vol. 6, p. 936.

CHAP. 21.—An Act For the relief of the president and directors of the Dismal Swamp Canal Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the said company are hereby authorized to retain the dividends hereafter to be declared, and now on hand, on eight hundred shares held by the United States in the stock of said canal company, to be applied to refund the principal and interest on thirty-two thousand seven hundred and twelve dollars and thirty-two cents—moneys advanced by said company to complete the work originally undertaken, and partly executed, by the agents of the United States; and that the same be paid to the company before any of the dividends accruing on said stock be paid into the treasury of the United States.

Authorized to retain certain dividends.

Approved, February 26, 1845.

Mar. 3, 1845. Vol. 5, p. 731.

CHAP. 42.—An Act To grant certain lands to the State of Indiana, the better to enable the said State to extend and complete the Wabash and Erie Canal from Terre Haute to the Ohio River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Indiana, for the purpose of aiding said State in extending and completing the Wabash and Erie canal from Terre Haute, in the county of Vigo, in said State, to the Ohio river, at Evansville, in said State, as the course thereof has been established and surveyed by the authority of said State, one moiety of the public lands, (remaining unsold, and not otherwise disposed of, encumbered or appropriated,) in a strip five miles in width on each side of said canal; to

Lands granted on the Wabash and Erie Canal. 1827, c. 56; 1834, c. 137; 1841, c. 12.

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be selected by an agent or agents to be appointed by the Governor of said State, subject to the approval of the Secretary of the Treasury of the United States; reserving to the United States each alternate section, (or other proper subdivision of said land,) from one end of said canal to the other; and before the selection, to be made as aforesaid by such agent or agents, shall be deemed to have been made and perfected, a chart or charts, showing the courses and distances and points of termination of said canal, shall be reported, or caused to be reported by the Governor of Indiana, or by some person or persons by him appointed to the Commissioner of the General Land Office.

Lands reserved.

Chart of canal to be reported to General Land Office.

SEC. 2. *And be it further enacted*, That, for the purpose hereinbefore mentioned, there be, and hereby is, granted to the said State, in addition to the grant hereinbefore provided for, one moiety of all the other lands in the Vincennes land district, in said State, and which remain, as aforesaid, unsold, and not otherwise disposed of, encumbered or appropriated, to be selected under the authority and by the direction of the Governor of said State: *Provided*, That. in the selection of the lands by this section provided for, no land shall be comprehended which, in and by the first section of this act, are (in alternate sections or other proper subdivisions) directed to be reserved as aforesaid; and the lands so selected shall be reported, or cause to be reported, by the Governor of said State, to the register of the land office at Vincennes, before such selection shall be deemed to be made and completed.

Lands granted in Vincennes district.

Selection.

Lands selected to be reported to register.

SEC. 3. *And be it further enacted*, That all the lands, by the first and second sections of this act granted as aforesaid, shall. after the selections thereof shall have been made and completed as aforesaid, be subject to be disposed of by the General Assembly of said State, for the purpose aforesaid, and no other; and the President shall direct the further sales of the public lands, in the Vincennes land district aforesaid, to be suspended until the Governor of said State shall have caused the selections aforesaid to be made and perfected as aforesaid, and shall have notified the Secretary of the Treasury thereof: *Provided*, That such suspension shall not continue longer than twelve months from and after the passing of this act.

Disposal of lands granted by secs. 1 and 2 of act.

Sale of lands in Vincennes district suspended.

SEC. 4. *And be it further enacted*, That the said canal when completed, shall be and forever remain a public highway for the use of the Government of the United States, free from any toll or other charge whatever, for any property of the United States, or persons in their service, passing through or along the same; and shall be completed within fifteen years from and after the passing of this act, or the State shall be holden to pay to the United States the amount of the price or prices for which any and all of said land which may have been disposed of by said State may have sold: and such of said lands as may not have been thus disposed of shall, from and after said fifteen

United States to have use of the canal free.

Canal to be completed in 15 years, or land to revert to United States.

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years, if said canal should not then have been completed, revert to and again become the property of the United States: *Provided always*, That it shall not be competent for the said General Assembly to dispose of said lands, or any of them, at a price lower than, for the time being, shall be the minimum price of other public lands.

Price of lands limited.

Approved, March 3, 1845.

Mar. 3, 1845. Vol. 6, p. 940.

CHAP. 57.—An Act For the relief of Philip Schwartztrawber of Ohio.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury is authorized to pay to Philip Schwartztrawber, for his services in taking care of the booms left on Red river by Captains Tyson and Shreve, the sum of two hundred and forty dollars, out of any money in the treasury not otherwise appropriated.

To be paid for taking care of booms on Red River.

Approved, March 3, 1845.

Mar. 3, 1845. Vol. 5, p. 743.

CHAP. 63.—An Act Making appropriations for certain fortifications of the United States, for the year ending on the thirtieth of June, eighteen hundred and forty-six.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby appropriated, to be paid out of any unappropriated money in the Treasury for the preservation, repairs, and construction of certain fortifications for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-five, and ending on the thirtieth day of June, one thousand eight hundred and forty-six:

* * * * *

St. Augustine, Fla.

For completing the sea-wall at St. Augustine, including the transfer of the sum of one thousand one hundred and thirty-three dollars and four cents, being a balance remaining in agent's hands of an appropriation for the repairs of Fort Marion, six thousand four hundred dollars;

* * * * *

Approved, March 3, 1845.

Mar. 3, 1845. Vol. 5, p. 748.

CHAP. 67.—An Act To continue the harbor improvement already commenced at the town of Southport [a], in the town of Southport, in the Territory of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of fifteen thousand dollars be, and the same

[a] Now known as Kenosha.

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is hereby appropriated, out of any money in the treasury not otherwise appropriated, for the purpose of aiding in the completion of the harbor already commenced at the town of Southport, in the Territory of Wisconsin; and that the same be expended under the direction of the War Department.

Approved, March 3, 1845.

CHAP. 73.—An Act Making appropriations for certain improvements in the Territory of Iowa.

Mar. 3, 1845. Vol. 5, p. 778.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and they are hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the improvement and construction of the following roads in the Territory of Iowa, to wit:

* * * * *

Harbor at Dubuque, Iowa.

For the improvement of the harbor at the town of Dubuque, in addition to the appropriation of last year, seven thousand dollars.

Approved, March 3, 1845.

CHAP. 103.—An Act Granting certain lands to the Territory of Iowa, to aid in the improvement of the navigation of the Des Moines River, in said Territory.

Aug. 8, 1846. Vol. 9, p. 77.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the Territory of Iowa, for the purpose of aiding said Territory to improve the navigation of the Des Moines river from its mouth to the Racoon Fork, (so called,) in said Territory, one equal moiety, in alternate sections, of the public lands, (remaining unsold, and not otherwise disposed of, encumbered, or appropriated,) in a strip five miles in width on each side of said river; to be selected within said Territory by an agent or agents to be appointed by the governor thereof, subject to the approval of the Secretary of the Treasury of the United States.

Public lands granted to Iowa for improvement of Des Moines River.

Not to be conveyed or disposed of, except in certain cases.

SEC. 2. *And be it further enacted,* That the lands hereby granted shall not be conveyed or disposed of by said Territory, nor by any State to be formed out of the same, except as said improvements shall progress; that is, the said Territory or State may sell so much of said lands as shall produce the sum of thirty thousand dollars, and then the sale shall cease, until the governor of said Territory or State shall certify the fact to the President of the United States, that one-half of said sum has been expended upon said improvement, when the said Territory or State may sell and convey a quantity of the residue of said lands, sufficient to replace the amount expended, and thus the sales shall

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progress as the proceeds thereof shall be expended, and the fact of such expenditure shall be certified as aforesaid.

Des Moines River declared public highway. 1870, c. 7.

SEC. 3. *And be it further enacted*, That the said river Des Moines shall be and forever remain a public highway for the use of the Government of the United States, free from any toll or other charge whatever for any property of the United States, or persons in their service passing through or along the same: *Provided always*, That it shall not be competent for the said Territory or future State of Iowa to dispose of said lands, or any of them, at a price lower than, for the time being, shall be the minimum price of other public lands.

Proviso.

Lands to become property of Iowa on admission into Union.

SEC. 4. *And be it further enacted*, That whenever the Territory of Iowa shall be admitted into the Union as a State, the lands hereby granted for the above purpose shall be and become the property of said State, for the purpose contemplated in this act, and no other: *Provided*, The legislature of the State of Iowa shall accept the said grant for the said purpose.

Proviso.

Approved, August 8, 1846.

Aug. 8, 1846. Vol. 9, p. 83.

CHAP. 170.—An Act To grant a certain quantity of land to aid in the improvement of the Fox and Wisconsin rivers, and to connect the same by a canal, in the Territory of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Wisconsin, on the admission of such State into the Union, for the purpose of improving the navigation of the Fox and Wisconsin rivers, in the Territory of Wisconsin, and of constructing the canal to unite the said rivers, at or near the portage, a quantity of land equal to one-half of three sections in width, on each side of the said Fox river, and the lakes through which it passes, from its mouth to the point where the portage canal shall enter the same, and on each side of said canal from one stream to the other, reserving the alternate sections to the United States, to be selected under the direction of the governor of said State, and such selection to be approved by the President of the United States. The said rivers, when improved, and the said canal, when finished, shall be and forever remain a public highway for the use of the Government of the United States, free from any toll or other charge whatever for the transportation of the mails, or for any property of the United States, or persons in their service passing upon or along the same: *Provided*, The said alternate sections, reserved to the United States, shall not be sold at a less rate than two dollars and fifty cents the acre: *Provided, also*, That no preemptive claim to the lands so reserved shall give the occupant, or any other person claiming through or under him, a right to said lands at any price less than the price fixed in this act, at the time of the settlement on said lands.

Grant of land to aid in improving Fox and Wisconsin rivers. 1849, c. 86.

United States to use rivers and canal free from toll.

Price of lands.

Preemptive claim.

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SEC. 2. *And be it further enacted*, That as soon as the Territory of Wisconsin shall be admitted as a State into the Union, all the lands granted by this act shall be and become the property of said State for the purpose contemplated in this act, and no other: *Provided*, That the legislature of said State shall agree to accept said grant upon the terms specified in this act; and shall have power to fix the price at which said lands shall be sold, not less than one dollar and twenty-five cents the acre; and to adopt such kind and plan of improvement on said route as the said Legislature shall from time to time determine for the best interest of said State. *Provided, also*, That the lands hereby granted shall not be conveyed or disposed of by said State, except as said improvements shall progress: that is, the said State may sell so much of said lands as shall produce the sum of twenty thousand dollars, and then the sales shall cease until the governor of said State shall certify the fact to the President of the United States, that one-half of said sum has been expended upon said improvements, when the said State may sell and dispose of a quantity of said lands sufficient to reimburse the amount expended; and thus the sales shall progress as the proceeds thereof shall be expended, and the fact of such expenditure certified in the manner herein mentioned.

Lands to become property of Wisconsin.

Legislature to accept grant and fix price of land at not less than $1.25 per acre.

Limitation on quantities sold.

SEC. 3. *And be it further enacted*, That the said improvement shall be commenced within three years after the said State shall be admitted into the Union, and completed within twenty years, or the United States shall be entitled to receive the amount for which any of said lands may have been sold by said State: *Provided*, That the title of purchasers under the sales made by the State in pursuance of this act shall be valid.

Title of purchasers under act shall be valid.

1867, Res. No. 2.

Approved, August 8, 1846.

CHAP. 175.—An Act Making appropriations for the civil and diplomatic expenses of Government, for the year ending the thirtieth day of June, eighteen hundred and forty-seven, and for other purposes.

Aug. 10, 1846. Vol. 9, p. 85.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and hereby are, appropriated to the objects hereinafter expressed, for the year ending the thirtieth day of June, eighteen hundred and forty-seven, to be paid out of any unappropriated money in the Treasury, viz.:

Appropriations for year ending June 30, 1847.

* * * * *

Miscellaneous.— * * *

Miscellaneous.

* * * * *

For reducing and preparing for publication, under a resolution of the Senate, plans and drawings, made by the officers of the Topographical Bureau, for the improve-

Preparing for publication plans and drawings.

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ment of harbors, rivers, &c., four thousand nine hundred and eighty-eight dollars.

* * * * *

Approved, August 10, 1846.

Mar. 2, 1847. Vol. 9, p. 149.

CHAP. 35.—An Act Making appropriations for the support of the Army and of Volunteers for the year ending the thirtieth June, one thousand eight hundred and forty-eight, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Deficiencies.

SEC. 2. *And be it further enacted*, That the following sums be, and the same are hereby appropriated, to supply deficiencies in appropriations made for the service of the present fiscal year, under the following heads, viz:

* * * * *

Cape Fear River.

For deficiency of former appropriations for the improvement of Cape Fear river, six hundred and one dollars and ninety-two cents.

Deficiency of appropriation for removing great raft of Red River. 1838, c. 59.

For deficiency of appropriation for removing the great raft of Red river, made by the act approved April twentieth, eighteen hundred and thirty-eight, seven thousand one hundred and fifty dollars, being the amount advanced by Daniel T. Witlee and others, through the branch of the Real Estate Bank of Washington, Arkansas, to Henry M. Shreve, government agent for such removal, and expended by him for that purpose.

Approved, March 2, 1847.

Mar. 3, 1847. Vol. 9, p. 155.

CHAP. 47.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year ending the thirtieth day of June, one thousand eight hundred and forty-eight, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and hereby are, appropriated to the objects hereinafter expressed, for the year ending the thirtieth day of June, one thousand eight hundred and forty-eight, to be paid out of any unappropriated money in the treasury, namely:

Appropriations for year ending June 30, 1848.

* * * * *

Miscellaneous.

Miscellaneous.— * * *

* * * * *

Swan & Palmer for work done on Ohio River.

To pay Swan and Palmer for work executed by them at "Twin Island," on the River Ohio, above the falls, six thousand four hundred and seventy-nine dollars, and twenty-five cents: *Provided*, The account be first settled by the proper accounting officer of the Treasury Department.

Proviso.

* * * * *

Approved, March 3, 1847.

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CHAP. 67.—An Act Giving the consent of Congress to an Act of the general assembly of Virginia authorizing the levy of tolls on the James River.

Mar. 3, 1847. Vol. 9, p. 204.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and the same is hereby, given to an act passed by the General Assembly of the State of Virginia, on the fifth day of March, eighteen hundred and forty-six, entitled "An act to incorporate a Company to remove the bars in James river between the city of Richmond and Bermuda Hundred," and that the authority as conferred by the said act on the company thereby created, to demand and receive the tolls therein specified on vessels navigating the said river, "on condition only that the same shall have been made navigable in any season at high water from Rochell's Landing, at the city of Richmond, to Bermuda Hundred, in the county of Chesterfield, by vessels drawing eleven feet and an half foot water," be and the same is hereby, sanctioned and confirmed: *Provided, however*, and this assent is given on that express condition, that Congress may, at any time hereafter, repeal or modify the provisions of this act.

Assent of Congress to act of legislature of Virginia authorizing collection of tolls on James River.

Act subject to modification or repeal.

Approved, March 3, 1847.

CHAP. 86.—An Act For the relief of Josiah Haskell.

Mar. 3, 1847. Vol. 9, p. 696.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay, out of any moneys in the treasury not otherwise appropriated, the sum of six hundred and forty-five dollars and thirty cents to Josiah Haskell, it being in full compensation for his services on the Sandy Bay breakwater, within the Commonwealth of Massachusetts.

Josiah Haskell to be paid $645.30 for services on Sandy Bay breakwater (Rockport Harbor).

Approved, March 3, 1847.

CHAP. 105.—An Act Making appropriations for certain fortifications of the United States, for the year ending the thirtieth of June, one thousand eight hundred and forty-nine.

July 20, 1848. Vol. 9, p. 248.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the preservation, repairs, and construction of certain fortifications, for the year ending the thirtieth day of June, one thousand eight hundred and forty-nine;

* * * * *

For protection of Great Brewster Island, and security and defence of the principal ship channels into the harbor of Boston, Massachusetts, forty thousand dollars: *Provided*,

Great Brewster Island.

Proviso.

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That no portion of said sum of forty thousand dollars shall be expended for the objects aforesaid, until the United States shall procure a good and valid title to so much of said Great Brewster Island as may be necessary to the construction of the proposed fortifications;

* * * * *

Approved, July 20, 1848.

Aug. 11, 1848. Vol. 9, p. 281.

CHAP. 152.—An Act To authorize the State of Alabama to apply certain lands heretofore granted to that State for internal improvements, for the use of schools in the valueless sixteenth sections in said State.

Certain lands granted Alabama for internal improvements may be applied by State for use of schools. Act Sept. 4, 1841, c. 16.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the lands granted to the State of Alabama for purposes of internal improvement, by the eighth section of the act entitled "An Act to appropriate the proceeds of the sales of the public lands, and to grant preëmption rights," approved September fourth, eighteen hundred and forty-one, may be, and the same are hereby, placed at the disposal of the legislature of said State, at such price as said legislature may direct, to be applied for the use of schools in such townships of said State as in which the sixteenth or school sections are comparatively valueless, and the legislature may locate said lands in any legal subdivisions, not less than forty acres, within the limits of said State.

Approved, August 11, 1848.

Mar. 2, 1849. Vol. 9, p. 352.

CHAP. 86.—An Act In relation to the Fox and Wisconsin River Reservation, in the State of Wisconsin.

Certain entries in Green Bay land district confirmed. 1846, c. 170.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all land entries made in the Green Bay land district, in the State of Wisconsin, upon the odd-numbered sections of the Fox and Wisconsin River reservation, in said State, subsequent to the passage of an act entitled "An Act to grant a certain quantity of land to aid in the improvement of the Fox and Wisconsin Rivers, and connect the same by canal, in the Territory of Wisconsin," approved on the eighth day of August, eighteen hundred and forty-six, be, and the same are hereby, declared to be good and valid as though said act had not been passed:

Proviso. *Provided, nevertheless,* That the governor of said State is hereby authorized to select the same quantity of other lands in lieu thereof; subject, however, to the approval of the President of the United States.

Certain other entries confirmed.

SEC. 2. *And be it further enacted,* That all similar entries made upon the even-numbered sections of said reservations be also declared to be as good and valid as though said reservation had not been made.

Approved, March 2, 1849.

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CHAP. 100.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year ending the thirtieth of June, eighteen hundred and fifty, and for other purposes.

Mar. 3, 1849. Vol. 9, p. 354.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and hereby are, appropriated out of any money in the treasury not otherwise appropriated, for the objects hereinafter expressed, for the fiscal year ending the thirtieth of June, eighteen hundred and fifty, namely:—

Appropriations for year ending June 30, 1850.

* * * * *

Miscellaneous.— * * *

Miscellaneous.

* * * * *

To enable the Secretary of War to execute the survey and examination of the Potomac River, *order* by a resolution of the House of Representatives of the eighth August, eighteen hundred and forty-eight, fifteen hundred dollars.

Survey of Potomac River, $1,500.

* * * * *

Approved, March 3, 1849.

CHAP. 102.—An Act Making appropriations for certain fortifications of the United States, for the year ending the thirtieth of June, one thousand eight hundred and fifty.

Mar. 3, 1849. Vol. 9, p. 373.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the preservation, repairs, and construction of certain fortifications, for the year ending the thirtieth of June, one thousand eight hundred and fifty:

* * * * *

For repairs of sea-wall, St. Augustine, five thousand dollars.

Sea wall, St. Augustine, Fla.

* * * * *

Approved, March 3, 1849.

CHAP. 144.—An Act For the relief of James Moorehead.

Mar. 3, 1849. Vol. 9, p. 779.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby directed and required to pay to James Moorehead, out of any moneys in the treasury not otherwise appropriated, such amount as shall fully compensate and remunerate said Moorehead for all damages and losses sustained by reason of the suspension by the government of the erection of a dam in the Ohio, from a point on Wells Island to a point on the Vir-

Secretary of Treasury to ascertain and pay amount of damages incurred and losses sustained by James Moorehead on account of suspension of erection of dam in Ohio River.

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Secretary of Treasury to examine testimony in case.

ginia [a] shore. But before any payment is made to said Moorehead, the said Secretary shall cause the witnesses, on the part of the said Moorehead, to be cross-examined, and take testimony on behalf of the government, should he deem it proper to do so [b].

Approved, March 3, 1849.

June 5, 1850. Vol. 9, p. 438.

CHAP. 17.—An Act To continue in force an Act therein mentioned, relating to the port of Baltimore.

Act revived and to continue in force until Mar. 3, 1861. 1800, c. 15. Act Jan. 19 1861, c. 11.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed the seventeenth day of March, one thousand eight hundred, entitled "An Act declaring the assent of Congress to certain acts of the States of Maryland and Georgia," and which by subsequent acts has been revived and continued in force until the first day of June, one thousand eight hundred and fifty, be, and the same, so far as it relates to the act of the State of Maryland, is hereby revived and continued in force until the third day of March, one thousand eight hundred and sixty one:

Proviso.

Provided, That nothing herein contained shall authorize the demand of a duty on tonnage on vessels propelled by steam, employed in the transportation of passengers.

Approved, June 5, 1850.

Sept. 30, 1850. Vol. 9, p. 523.

CHAP. 90.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year ending the thirtieth of June, eighteen hundred and fifty-one, and for other purposes.

Appropriation for 1851.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and hereby are, appropriated out of any money in the treasury not otherwise appropriated, for the objects hereinafter expressed, for the fiscal year ending the thirtieth of June, eighteen hundred and fifty-one, namely:—

* * * * *

Miscellaneous.

Miscellaneous.— * * *

* * * * *

Survey of delta of Mississippi River.

For the topographical and hydrographical survey of the Delta of the Mississippi, with such investigations as may lead to determine the most practicable plan for securing it from inundation, and the best mode of so deepening the passes at the mouth of the river as to allow ships of twenty feet draft to enter the same, fifty thousand dollars.

* * * * *

Approved, September 30, 1850.

---

[a] Now West Virginia.

[b] The amount paid by the Treasury Department under this act was $651.76.

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[No. 12.] Joint Resolution Changing the name of St. Peter's River, in Minnesota Territory.

June 19, 1852. Vol. 10, p. 147.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act the River in the Territory of Minnesota heretofore known as the Saint Peter's shall be known and designated on the public records as the Minnesota River.

St. Peters River to be called Minnesota River.

Approved, June 19, 1852.

CHAP. 67.—An Act To authorize the mayor and common council of Chicago, Illinois, to excavate a portion of the public reservation at that place, with a view to the improvement of the navigation of Chicago River.

July 21, 1852. Vol. 10, p. 24.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the corporate authorities of the city of Chicago, Illinois, be, and they are hereby authorized to excavate such portion of the reservation at Chicago, not exceeding the limits described in their memorial of January five, eighteen hundred and fifty-two, as may be necessary, according to the plan set forth in said memorial, for the improvement of the navigation of the Chicago River.

Chicago authorized to excavate portion of public reservation.

SEC. 2. *And be it further enacted*, That the Secretary of War be, and he is hereby directed to cause the limits above designated to be marked out, and to make such disposition of the buildings now standing within said limits as may be best for the public interest.

Limits designated by Secretary of War.

Buildings.

Approved, July 21, 1852.

CHAP. 92.—An Act Granting to the State of Michigan the right of way, and a donation of public land for the construction of a ship canal around the falls of St. Mary's, in said State.

Aug. 26, 1852. Vol. 10, p. 35.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to said State, the right of locating a canal through the public lands, known as the military reservation at the Falls at St. Mary's River in said State; and that four hundred feet of land in width extending along the line of such canal be, and the same is hereby granted, to be used by said State, or under the authority thereof for the construction and convenience of such canal, and the appurtenances thereto, and the use thereof is hereby vested in said State forever, for the purpose aforesaid, and no other: *Provided*, That in locating the line of said canal through said military reservation, the same shall be located on the line of the survey heretofore made for that purpose, or such other route between the waters above and below said falls, as under the approval of the Secretary of War may be selected. *And provided further*, That said canal shall be at least one hundred feet wide, with a

Right to locate canal around falls of St. Marys River granted to Michigan.

Proviso as to route.

Size of canal.

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depth of water twelve feet, and the locks shall be at least two hundred and fifty feet long, and sixty feet wide.

750,000 acres of land granted to Michigan to enable it to construct canal.

SEC. 2. *And be it further enacted*, That there be, and hereby is granted to the said State of Michigan, for the purpose of aiding said State in constructing and completing said canal, seven hundred and fifty thousand acres of public lands, to be selected in subdivisions, agreeably to the United States surveys, by an agent or agents to be appointed by the Governor of said State, subject to the approval of the Secretary of the Interior, from any lands within said State, subject to private entry.

Lands to be applied to no other use.

SEC. 3. *And be it further enacted*, That the said lands hereby granted, shall be subject to the disposal of the Legislature of said State for the purposes aforesaid and no other; and the said canal shall be, and remain a public highway for the use of the Government of the United States, free from toll or other charge upon the vessels of said government engaged in the public service, or upon vessels employed by said government in the transportation of any property or troops of the United States.

No toll to be charged to United States.

Proceeds of sales of lands to be paid to United States if canal is not commenced within 3 and completed within 10 years.

SEC. 4. *And be it further enacted*, That if the said canal shall not be commenced within three and completed within ten years, the said State of Michigan shall be bound to pay to the United States, the amount which may be received upon the sale of any part of said lands by said State not less than one dollar and twenty-five cents per acre, the title to the purchasers under said State remaining valid.

Accounts to be kept and rendered annually, and until State is fully reimbursed it may charge toll for use of canal, and afterwards only enough to keep it in repair, etc.

SEC. 5. *And be it further enacted*, That the Legislature of said State shall cause to be kept, an accurate account of the sales and net proceeds of the lands hereby granted and of all expenditures in the construction, repairs, and operating of said canal, and of the earnings thereof, and shall return a statement of the same annually to the Secretary of the Interior; and whenever said State shall be fully reimbursed for all advances made for the construction, repairs, and operating of said canal, with legal interest on all advances, until the reimbursement of the same, or upon payment by the United States, of any balance of such advances over such receipts from said lands and canal, with such interest, the said State shall be allowed to tax for the use of said canal, only such tolls as shall be sufficient to pay all necessary expenses for the care, charge, and repairs of the same.

Route of canal to be established and filed before lands can be sold.

SEC. 6. *And be it further enacted*, That before it shall be competent for said State to dispose of any of the lands to be selected as aforesaid, the route of said canal shall be established as aforesaid, and a plat or plats thereof shall be filed in the office of the War Department, and a duplicate thereof, in the office of the Commissioner of the General Land-Office.

Approved, August 26, 1852.

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CHAP. 104.—An Act Making appropriations for the improvement of certain harbors and rivers. Aug. 30, 1852. Vol. 10, p. 56.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the superintendence of the Secretary of War, for the following purposes, to wit:

Delaware.

For the continuation of the Delaware breakwater, thirty thousand dollars.

Reedy Island.

For the construction of a harbor on the east side of Reedy Island, Port Penn, Delaware, fifty-one thousand and ninety dollars.

Chester.

For the repairs of the works at the harbor at Chester, on the Delaware River, five thousand dollars.

Savannah River.

For the removal of obstructions in the Savannah River, at a place called the Wrecks, and the improvement of the navigation of said river, forty thousand dollars.

Hudson River.

For continuing the improvement of the navigation of the Hudson River, above and below Albany, and not above Troy, fifty thousand dollars.

Mississippi, Missouri, Arkansas, and Ohio rivers.

For the improvement of the navigation of the Mississippi River, below the rapids, ninety thousand dollars;

The Ohio, including the repairs of the dam at Cumberland Island, ninety thousand dollars;

The Missouri, and the Arkansas Rivers, each forty thousand dollars;

Snag boats, etc.

And for the construction and repair of snag-boats, dredge-boats, discharging scows and machinery to be used on the Mississippi, Ohio, Missouri, Arkansas, and other western rivers, one hundred and fifty thousand dollars.

James and Appomattox rivers.

For the improvement of the James, and Appomattox Rivers, below the cities of Richmond and Petersburg, forty-five thousand dollars.

Mississippi River.

For the improvement of the Rock River rapids, and the Des Moines rapids in the Mississippi River, at the lower chain and the English chain, one hundred thousand dollars.

Ship channel from the Mississippi to Gulf of Mexico.

For opening a ship channel of sufficient capacity to accommodate the wants of commerce, through the most convenient pass leading from the Mississippi River into the Gulf of Mexico, seventy-five thousand dollars. And it shall be the duty of the Secretary of War, to apply said moneys to the opening of said ship channel by contract, and at an early day in the next session of Congress to report the progress of the work, the amount necessary to complete it, and an estimate of the annual cost of keeping said channel open, and any contract made shall be limited to the amount hereby appropriated.

Red River raft.

For removing the raft of Red River, one hundred thousand dollars, and that the Secretary of War be authorized to contract with the lowest responsible bidder within this appropriation, for the removal of said raft after reasonable public notice.

Res. Jan. 7, 1853.

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Colorado River.

For the improvement of the navigation of the Colorado River, Texas, twenty thousand dollars.

Trinity River.

For the survey of the Trinity River, Texas, including the bar at the mouth, three thousand dollars.

Breakwaters.

For a breakwater at Richmond Island harbor, and repairing the breakwater in Portland harbor, Maine, ten thousand dollars.

Cobscook Bay.

For removing the rocks obstructing the navigation near Falls Island, Cobscook Bay, Maine, five thousand dollars.

Survey at Matinicus.

For a survey in reference to the construction of a breakwater on the eastern side of the Island of Matinicus, Maine, one thousand dollars.

Great Brewster Island

For the protection of Great Brewster Island, in the harbor of Boston, thirty thousand dollars.

Cape Cod Harbor.

For the preservation of Cape Cod harbor, at and near Provincetown, Massachusetts, five thousand dollars.

Hyannis.

For repairing the breakwater at Hyannis Harbor, Massachusetts, five thousand dollars.

Great Woods Hole Harbor.

For the preservation of Great Woods Hole harbor, two thousand five hundred dollars.

Survey at East Dennis.

For a survey in reference to the construction of a breakwater at East Dennis, Barnstable Bay, Massachusetts, one thousand five hundred dollars.

Plymouth beach.

For repairing the injuries done to the government works on Plymouth beach, in the great storm of eighteen hundred and fifty-one, five thousand dollars.

Survey at Scituate.

For a survey in reference to the improvement of the harbor of Scituate, in connection with the North River, Massachusetts, one thousand dollars.

New Haven.

For the removal of Middle Rock, designated on the chart as Rocky Buoy, in the harbor of New Haven, Connecticut, six thousand dollars.

Seekonk (Pawtucket) River.

Res. Jan. 20, 1853.

For removing a rock near the mouth of the Sekonk River [a], harbor of Providence, Rhode Island, five thousand dollars.

New York Harbor.

For the further improvement of the harbor of New York, by removing the rocks at Hell Gate and Diamond Reef, in the East River, twenty thousand dollars.

Port Jefferson.

For a survey of the harbor of Port Jefferson, New York, with reference to the improvement thereof, twelve hundred dollars.

Newark Bay.

For the removal of the bar at the junction of the Passaic and Hackensack rivers, in Newark Bay, New Jersey, ten thousand dollars.

Cranberry Inlet.

For the survey of Cranbury Inlet, Barnegat Bay, New Jersey, in reference to its improvement, one thousand dollars.

Patapsco River.

For the improvement of the Patapsco River, from Fort McHenry to the mouth of said river, twenty thousand dollars.

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[a] The records of this office credit this appropriation to Providence River.

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For the construction of a steam-dredge, equipment and discharging scows, for the waters of the Chesapeake Bay and the Atlantic coast, twenty thousand dollars. Steam dredge, etc.

For removing obstructions at the mouth of the Susquehanna River, near Havre-de-Grace, Maryland, ten thousand dollars. Susquehanna River.

For reopening a communication between Albemarle Sound, North Carolina, and the Atlantic Ocean, by the construction of a breakwater [a] across Croatan Sound, fifty thousand dollars. Breakwater across Croatan Sound. 1855, c. 103.

For completing the improvement of the harbor of Washington, North Carolina, five thousand dollars. Washington Harbor, N. C.

For the improvement of the harbor of Charleston, South Carolina, fifty thousand dollars. Charleston.

For the improvement of the harbor of Mobile, Alabama, at Dog River Bar and the Choctaw Pass, fifty thousand dollars. Mobile.

For a survey in reference to the removal of obstructions to the navigation of Bayou La Fouche, Louisiana, two thousand five hundred dollars. Bayou Lafourche.

For the construction of a harbor on Lake Pontchartrain, near the city of New Orleans, twenty-five thousand dollars. Lake Pontchartrain.

* * * * *

For the improvement of the harbor of Manitowoc, Wisconsin, eight thousand dollars. Manitowoc Harbor.

For the improvement of the harbor of Sheboygan, Wisconsin, ten thousand dollars. Sheboygan. Res. No. 8, 1856.

For continuing the improvement of the harbor of Racine, Wisconsin, ten thousand dollars. Racine.

For continuing the improvement of the harbor of Milwaukie, Wisconsin, fifteen thousand dollars, to be expended at the point on the Milwaukie River known as the "North Cut," surveyed by Lieutenant Centre. Milwaukee.

For continuing the improvement of the harbor of Kenosha, (formerly South Port,) Wisconsin, ten thousand dollars. Kenosha.

For continuing the improvement of the harbor of Chicago, Illinois, twenty thousand dollars. Chicago.

For continuing the improvement of the harbor of Michigan city, Indiana, or the laying down of a floating breakwater and safety anchorage, as the Secretary of War may determine, twenty thousand dollars. Michigan City.

For the improvement of the harbor of New Buffalo, Michigan, eight thousand dollars. New Buffalo.

For continuing the improvement of the harbor of St. Joseph, Michigan, ten thousand dollars. St. Joseph, Mich.

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[a] So much of this paragraph as prescribes a breakwater is repealed by act approved February 14, 1855. The approved plans of the Department, proposed early in 1853, provided for excavating a channel from Roanoke Sound to the ocean, across Bodie Island, east of Roanoke Island.

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Black Lake (Holland) Harbor.

For the improvement of Black Lake harbor, Michigan, eight thousand dollars.

Grand River (Grand Haven Harbor).

For the preservation of the harbor at the mouth of Grand River, Michigan, two thousand dollars.

Clinton River.

For the improvement of the harbor at the mouth of Clinton River, Michigan, five thousand dollars.

St. Clair flats.

For the improvement of the navigation of the Saint Clair Flats, connecting the upper and lower lakes, twenty thousand dollars.

River Raisin (Monroe Harbor).

For completing the improvement of the River Raisin harbor, Michigan, fourteen thousand dollars.

Steam dredge on Lake Michigan.

For constructing a steam-dredge, equipment and discharging scows for Lake Michigan, twenty thousand dollars.

Sandusky Harbor.

For preserving the harbor of Sandusky city, and improving the same, fifteen thousand dollars.

Black River (Lorain Harbor).

For continuing the improvement of the harbor at the mouth of Black River, on Lake Erie, Ohio, five thousand dollars.

Cleveland.

For continuing the improvement of the harbor of Cleveland, Ohio, thirty thousand dollars.

Fairport, Ohio.

For the further improvement of the harbor of Fairport, at the mouth of Grand River, Ohio, ten thousand dollars.

Ashtabula.

For continuing the improvement of the harbor of Ashtabula, Ohio, ten thousand dollars.

Erie, Pa.

For continuing the improvement of the harbor of Erie, Pennsylvania, thirty thousand dollars.

Dunkirk.

For continuing the improvement of the harbor of Dunkirk, New York, thirty thousand dollars.

Buffalo.

For repairing the sea-wall at the harbor of Buffalo, New York, fourteen thousand dollars.

Steam dredge on Lake Erie.

For constructing a steam-dredge, equipment and discharging scows for Lake Erie, twenty thousand dollars.

Oak Orchard Creek Harbor.

For continuing the improvement of the harbor of Oak Orchard Creek, Lake Ontario, New York, ten thousand five hundred dollars.

Genesee River (Charlotte Harbor).

For continuing the removal of obstructions in the harbor at the mouth of the Genesee River, Lake Ontario, New York, twenty thousand dollars.

Little Sodus Bay.

For the improvement of the harbor of Sodus Bay[a], Lake Ontario, Cayuga county, New York, ten thousand dollars.

Oswego.

For continuing the improvement of the harbor of Oswego, Lake Ontario, New York, forty thousand dollars.

Steam dredge on Lake Ontario.

For constructing a steam-dredge, equipment, and discharging scows for Lake Ontario, twenty thousand dollars.

Rappahannock River.

For a survey of the Rappahannock River, Virginia, three thousand dollars.

Taunton River and New Bedford Harbor.

For a survey of Taunton River and New Bedford harbor, Massachusetts, three thousand dollars.

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[a] Refers to Little Sodus Bay.

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For improving the Kennebeck River from the United States Arsenal wharf, in Augusta, Maine, to Lovejoy's Narrows, six thousand dollars. **Kennebec River.**

For a survey of San Antonio River, Texas, one thousand five hundred dollars. **San Antonio River.**

For surveys of the harbors at Sabine, Galveston, Paso Cavallo, Velasco, Brazos de Santiago, and Corpus Christi, and the rivers Sabine, Brazos, and Trinity, Texas, five thousand dollars. **Harbors in Texas.**

For repairing the public works at Little Egg Harbor, New Jersey, eight thousand five hundred dollars. **Little Egg Harbor.**

For a survey of East Pascagoula River, Mississippi, five thousand dollars. **East Pascagoula River.**

For a survey of Providence harbor, Rhode Island, fifteen hundred dollars. **Providence.**

For a survey and examination of the falls of the Ohio River, by a board of topographical and civil engineers to be appointed by the Secretary of War, to report upon the expediency of an additional canal around said falls, and the comparative cost, advantages, and disadvantages of making such additional canal on the Kentucky and Indiana shores of said river respectively, and also the cost, advantages, and disadvantages of enlarging and extending the present canal so as to avoid the rocks at Sandy Island; retaining the present locks in their present condition, five thousand dollars. **Survey of Falls of the Ohio. Board to be constituted and to report.**

For the repair of the sea-wall at Marblehead, Massachusetts, five hundred dollars. **Marblehead.**

For a survey of the harbor of Georgetown, South Carolina, three thousand dollars. **Georgetown, S. C.**

For a survey of Shrewsbury River, New Jersey, fifteen hundred dollars. **Shrewsbury River.**

For repairing the piers at Kennebunk, Maine, seven thousand five hundred dollars. **Kennebunk.**

For a breakwater at Owlshead harbor, or at Rockland harbor, in Maine, as the Department of War shall decide, fifteen thousand dollars. **Breakwater in Maine.**

For the further removal of obstructions and the improvement of the harbor of Dubuque, Iowa, fifteen thousand dollars. **Dubuque.**

For repairing the piers in Great Sodus Bay, New York, ten thousand dollars. **Great Sodus Bay.**

For improving Cape Fear River at and below Wilmington, North Carolina, twenty thousand dollars. **Cape Fear River.**

For repairing the piers at Huron River harbor, Ohio, ten thousand dollars. **Huron River.**

For continuing and repairing the breakwater at Burlington, Vermont, ten thousand dollars. **Burlington, Vt.**

For repairing the piers at Conneaught, Ohio, ten thousand dollars. **Conneaut, Ohio.**

For repairing the piers and for improving the harbor at New Castle, Delaware, fifteen thousand dollars. **Newcastle, Del.**

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Bridgeport, Conn.

For the further improvement of the harbor at Bridgeport, Connecticut, ten thousand dollars.

St. Johns River, Fla.

For the improvement of the river Saint John, Florida, ten thousand dollars.

Ship canal across Florida.

For the completion of the old line of survey, or new line, as may be deemed expedient, for a ship canal across the peninsula of Florida, twenty thousand dollars.

Newark Bay.

For a survey of the sand bars in Newark Bay, New Jersey, two thousand dollars.

Levee across the San Diego.

For building a levee across the mouth of the river San Diego, in the State of California, to turn it into its former channel, into False Bay, thirty thousand dollars, to be expended under the direction of the Secretary of War.

Ogdensburg.

For a survey of the harbor of Ogdensburg, New York, with reference to its improvement, three thousand dollars.

Steam dredge on Lake Champlain.

For constructing a steam-dredge, equipment, and discharging scows for Lake Champlain, and improving the navigation thereof, twenty thousand dollars.

Miscellaneous.

For connecting the waters of the Indian River, and Mosquito lagoon, at the Haulover, Florida, five thousand dollars.

For the repairs, preservation, and contingencies of the harbor works on the Atlantic coast, ten thousand dollars.

For repairs and contingencies of harbors and rivers and to meet charges for transportation of officers and for fuel and quarters, the payment of which is no longer made by the Quartermaster's Department, and for extra allowance to meet extra expenses under the special direction of the Secretary of War, ten thousand dollars.

Tennessee and Illinois rivers.
1860, c. 114.

For the improvement of the navigation of the Tennessee River, fifty thousand dollars, in conformity with the estimates of the War Department of the thirteenth July, eighteen hundred and fifty-two, and for the improvement of the navigation of the Illinois River, the sum of thirty thousand dollars.

Waukegan, Ill.

For the improvement of the harbor and breakwater at Waukegan, Illinois, fifteen thousand dollars.

Surveys in Georgia.

That the Secretary of War cause to be examined and surveyed the rivers Savannah, from the city of Savannah, as high up as the city of Augusta, the Ockmulgee up to Macon, and the Flint up to Albany, and the Chattahoochee up to Columbus, in the State of Georgia, and to report to Congress the amount of money which may remove any obstructions to navigation, and that the sum of ten thousand dollars be appropriated for that purpose.

St. Augustine

For filling in behind the United States sea-wall in the harbor of St. Augustine, Florida, with earth, three thousand dollars.

Approved, August 30, 1852.

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CHAP. 110.—An Act Making appropriations for the support of the Army, for the year ending the thirtieth of June, one thousand eight hundred and fifty-three.

Aug. 31, 1852. Vol. 10, p. 105.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the support of the army for the year ending the thirtieth of June, one thousand eight hundred and fifty-three.

* * * * *

For continuing the topographical and hydrographical survey of the Delta of the Mississippi, with such investigations as may lead to determine the most practicable plan for securing it from inundation, fifty thousand dollars.

Survey of Mississippi Delta. 1854, c. 267.

* * * * *

Approved, August 31, 1852.

[No. 3.] A Resolution Explanatory of the Act appropriating money for the removal of the raft of Red River.

Jan. 7, 1853. Vol. 10, p. 260.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the act entitled "An act making appropriations for the improvement of certain harbors and rivers," approved August thirtieth, eighteen hundred and fifty-two, as relates to Red River, be so construed as to authorize the Secretary of War to award the contract for the removal of obstructions to the navigation of said river occasioned by the Raft, to the person or persons who, for the amount of the appropriation, will agree to remove said obstructions, and keep said navigation free from the same for the longest period of time; said contract to be awarded after reasonable public notice.

Removal of Red River raft. 1852, c. 104. 1854, c. 267, §5.

Approved, January 7, 1853.

[No. 8.] A Resolution Explanatory of the appropriation for the improvement of the mouth of the Sekonk River and harbor of Providence, Rhode Island.

Jan. 20, 1853. Vol. 10, p. 261.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the clause in the "Act making appropriations for the improvement of certain harbors and rivers," approved thirtieth of August, eighteen hundred and fifty-two, making an appropriation "for removing a rock near the mouth of the Sekonk River[a], harbor of Providence, Rhode Island," be construed to authorize the removal of any rock or other obstructions at the crook or the entrance or mouth of Sekonk River, harbor of Providence, and State of Rhode Island.

Removal of obstructions in Seekonk (Pawtucket) River. Act Aug. 30, 1852, c. 104.

Approved, January 20, 1853.

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[a] The records of this office credit the appropriation for this item to Providence River.

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Mar. 3, 1853.
Vol. 10, p. 181

CHAP. 96.—An Act To supply deficiencies in the appropriations for the service of the fiscal year ending the thirtieth of June, one thousand eight hundred and fifty-three.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated to supply deficiencies in the appropriations for the service of the fiscal year ending the thirtieth of June, eighteen hundred and fifty-three, out of any money in the Treasury not otherwise appropriated, namely:

* * * * *

Genesee River (Charlotte Harbor).

For improvement of the Genesee River, one hundred and seventy-six dollars and ten cents.

Cleveland.

For removing obstructions at harbor of Cleveland, Ohio, one hundred and forty-five dollars and sixty-nine cents.

Buffalo Creek.

For sea-wall at Buffalo Creek, three hundred and forty-nine dollars and five cents.

Ashtabula.

For harbor at Ashtabula, Ohio, forty-two dollars and sixty-four cents.

Milwaukee.

For harbor at Milwaukie, Wisconsin, one hundred and sixty-three dollars and ninety-four cents.

* * * * *

Approved, March 3, 1853.

Mar. 3, 1853.
Vol. 10, p. 189.

CHAP. 97.—An Act Making appropriations for the civil and diplomatic expenses of Government for the year ending the thirtieth of June, eighteen hundred and fifty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be and are hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereafter expressed, for the fiscal year ending the thirtieth of June, eighteen hundred and fifty-four, namely:

* * * * *

Survey of the coast.— * * *

* * * * *

Survey of communication between Lake Huron and the falls of St. Marys River, Mich.

For continuing the survey of the northern and northwestern lakes, including Lake Superior, fifty thousand dollars: *Provided*, That a survey of so much of the communication between Lake Huron and the Sault Ste. Marie as may be necessary to ascertain what part thereof requires to be deepened, shall be made without delay, and plans and estimates of the nature and expense of the work shall be laid before Congress at its next session.

* * * *

Approved, March 3, 1853.

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CHAP. 103.—An Act Making further appropriation for the improvement of the Cape Fear River, North Carolina. July 22, 1854. Vol. 10, p. 307.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred and forty thousand dollars be, and the same is hereby, appropriated for the year ending thirtieth June, eighteen hundred and fifty-five, to be paid out of any money in the treasury not otherwise appropriated, and to be expended under the superintendence of the Secretary of War, for the continuation of the improvement of the Cape Fear River, North Carolina, at or near its communication with the ocean.

Appropriation for year ending June 30, 1855.

How expended.

Approved, July 22, 1854.

CHAP. 200.—An Act To authorize the State of Wisconsin to select the residue of the lands to which she is entitled under the Act of eighth of August, eighteen hundred and forty-six, for the improvement of the Fox and Wisconsin rivers. Aug. 3, 1854. Vol. 10, p. 345.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Governor of the State of Wisconsin is hereby authorized to cause to be selected the balance of the land to which that State is entitled under the provisions of the act of the eighth August, eighteen hundred and forty-six, granting land to aid the Territory of Wisconsin in the improvement of the Fox and Wisconsin Rivers and to connect the same by a canal, out of any of the unsold public lands in said State, subject to private entry at one dollar and twenty-five cents per acre, and not claimed by preëmption; the quantity to be ascertained upon the principles which governed the final adjustment of the grant to the State of Indiana for the Wabash and Erie Canal, under the provisions of the act of Congress approved the ninth of May, eighteen hundred and forty-eight.

Selection of balance of land granted by act of 1846, c. 170.

Res. of Mar. 3, 1855, No. 24.

1848, c. 36.

Approved, August 3, 1854.

CHAP. 267.—An Act Making appropriations for the support of the Army for the year ending the thirtieth of June, one thousand eight hundred and fifty-five. Aug. 5, 1854. Vol. 10, p. 576.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated out of any money in the treasury not otherwise appropriated, for the support of the army for the year ending the thirtieth of June, one thousand eight hundred and fifty-five:

* * * * *

SEC. [5.] *And be it further enacted*, That the joint resolution entitled "A resolution explanatory of the act appropriating money for the removal of the raft of Red River," 1853, res. No. 3.

Removal of Red River raft.

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approved January seventh, eighteen hundred and fifty-three, be and is hereby repealed, and that the Secretary of the Department of War be authorized to expend the appropriation in reference to the Red River raft, in such way, and for such purposes as he may approve, having in view the improvement of the navigation of Red River, in and around the said raft.

* * * * *

Survey of delta of Mississippi River. 1852, c. 110.

SEC. 2.[8.] *And be it further enacted*, That of the appropriation of fifty thousand dollars "for continuing the topographical and hydrographical survey of the Delta of the Mississippi, with such investigations as may lead to determine the most practicable plan for securing it from inundation," approved August thirty-first, one thousand eight hundred and fifty-two, the sum of five thousand dollars may be applied, under the special direction of the Secretary of War, to the payment of any expenses connected with said survey and investigations, incurred prior to the first of July, one thousand eight hundred and fifty-two.

* * * * *

Approved, August 5, 1854.

Feb. 14, 1855. Vol. 10, p. 608.

CHAP. 103.—An Act To amend "An Act making appropriations for the improvement of certain harbors and rivers," approved August thirtieth, eighteen hundred and fifty-two.

Act 1852, c. 104, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the section reading as follows: "For reopening a communication between Albemarle Sound, North Carolina, and the Atlantic Ocean, by the construction of a breakwater across Croatan Sound, fifty thousand dollars," be amended by striking out the words "by the construction of a breakwater across Croatan Sound [a]."

Approved, February 14, 1855.

Mar. 2, 1855. Vol. 10, p. 858.

CHAP. 149.—An Act For the relief of John R. Bowes, agent in charge of the property of the United States at Michigan City, in the State of Indiana, and of Isaac S. Smith, of the city of Buffalo, New York.

John R. Bowes to be paid for care of public property at Michigan City.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers of the treasury be, and are hereby, authorized and directed to pay to John R. Bowes, of the State of Indiana, agent in charge of the property of the United States at Michigan City, in said State, the sum of four hundred and seventy dollars and

[a] The approved plans of the Department, proposed early in 1853, provided for excavating a channel from Roanoke Sound to the ocean, across Bodie Island, east of Roanoke Island.

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thirty-three cents, in payment and in full discharge of all claims of said Bowes against the United States for services as said agent.

Isaac S. Smith to be paid for care of public property at Buffalo.

SEC. 2. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the treasury not otherwise appropriated, to Isaac S. Smith, the sum of four hundred and fifty-two dollars and thirty-two cents, in full for his account for care and charge of the public property at the city of Buffalo, up to the thirtieth day of April, eighteen hundred and fifty-three, under the direction of the Topographical Bureau.

Approved, March 2, 1855.

CHAP. 170.—An Act To appropriate money to remove the obstructions in the Savannah River, below the city of Savannah, in the State of Georgia.

Mar. 3, 1855. Vol. 10, p. 640.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred and sixty-one thousand dollars be, and the same is hereby, appropriated out of any money not heretofore appropriated, to remove the obstructions in the Savannah River, below the city of Savannah, in the State of Georgia, placed there during the revolutionary war, for the common defence.

Appropriation to remove obstructions in Savannah Harbor. 1856, c. 82.

Approved, March 3, 1855.

CHAP. 175.—An Act Making appropriations for the civil and diplomatic expenses of Government, for the year ending the thirtieth of June, eighteen hundred and fifty-six, and for other purposes.

Mar. 3, 1855. Vol 10, p. 643.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the objects hereafter expressed, for the fiscal year ending the thirtieth of June, one thousand eight hundred and fifty-six, namely:—

* * * * *

SEC. 10. *And be it further enacted*, * * *

* * * * *

Deficiency appropriation for steam dredge boats on lakes.

And one thousand six hundred and ninety-six dollars and fifteen cents to supply a deficiency in the appropriation for building four steam dredge boats, in use by the War Department, on Lakes "Champlain," "Erie," "Michigan," and Ontario, to be applied for materials, machinery, tools, and labor furnished in painting said boats.

* * * * *

Approved, March 3, 1855.

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Mar. 3, 1855. Vol. 10, p. 867.

CHAP. 197.—An Act For the relief of L. R. Lyon, and Dean S. Howard, of the State of New York.

Payment to Lyon & Howard for dredging machine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury of the United States cause to be paid to L. R. Lyon, and Dean S. Howard, late partners under the name and style of Lyon and Howard, of the State of New York, or to their legal representatives, out of any money in the treasury not otherwise appropriated, the sum of eight thousand six hundred and seventeen dollars, and eighty-one cents, in full for the balance due them for constructing a dredging machine at Whitehall, New York, under contract entered into on the second day of November, eighteen hundred and thirty-six; and a dredging machine to be delivered at Monroe, in the State of Michigan, by contract entered into on the fifteenth of October, eighteen hundred and thirty six.

Approved, March 3, 1855.

Mar. 3, 1855. Vol. 10, p. 724.

[No. 24.] A Resolution Explanatory of an Act passed August third, eighteen hundred and fifty-four.

Construction of act 1854, c. 200, respecting grant of land to Wisconsin.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That it was the intention of the act of Congress, approved August third, eighteen hundred and fifty-four, and the same shall be construed, to give to Wisconsin in aid of the improvement of the navigation of the Fox and Wisconsin Rivers, a quantity of land, equal mile for mile of its improvement to that granted to Indiana, under the provisions of the Act of Congress approved May the ninth, eighteen hundred and forty-eight.

Approved, March 3, 1855.

May 12, 1856. Vol. 11, p. 144.

[No. 8.] Joint Resolution Relating to the appropriation for the improvement of the harbor at Sheboygan, Wisconsin.

Preamble. 1852, c. 104.

Whereas, by act of Congress entitled "An act making appropriations for the improvement of certain harbors and rivers," approved August thirtieth, eighteen hundred and fifty-two, the sum of ten thousand dollars was appropriated for the improvement of the harbor of Sheboygan, Wisconsin; and whereas, the city and county of Sheboygan have from time to time made appropriations for the improvement of said harbor to the amount of fifty thousand dollars, to be expended by commissioners appointed by said State; and whereas it is desirable that said appropriations should be expended under one direction, therefore—

Improvement of Sheboygan Harbor.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That after the Secretary of War shall have settled and

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paid all just charges existing against the said appropriation of ten thousand dollars, the balance thereof, together with all tools, implements, materials, and other property whatsoever, belonging to the United States and used in improving the said harbor, shall be transferred and turned over by the said Secretary of War to the commissioners for the improvement of the said harbor, appointed by the State of Wisconsin; *Provided*, That the said commissioners shall first give satisfactory security to the Secretary of War for the faithful expenditure of the money in the improvement of the said harbor.

Proviso.

Approved, May 12, 1856.

CHAP. 54.—An Act To remove obstructions to navigation in the mouth of the Mississippi River, at the Southwest Pass and Pass a l'Outre.

July 8, 1856. Vol. 11, p. 24.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for the opening and keeping open ship channels of sufficient capacity to accommodate the wants of commerce through the Southwest Pass and Pass a l'Outre, leading from the Mississippi River into the Gulf of Mexico, the sum of three hundred and thirty thousand dollars be, and the same is hereby appropriated, to be paid out of any money in the treasury not otherwise appropriated, and to be expended under the superintendence of the Secretary of War.

Appropriation to remove obstructions in Mississippi at Southwest Pass and Pass a Loutre.

SEC. 2. *And be it further enacted*, That it shall be the duty of the Secretary of War to apply said moneys to the opening and keeping open of the aforesaid ship channel by contract, and at an early day in the next session of Congress to report the progress of the work, the amount necessary to complete it, and an estimate of the annual cost of keeping said channels open; and any contract made shall be limited to the amount hereby appropriated.

Contract to be made.

Report thereon.

IN THE SENATE OF THE UNITED STATES,
July 7th, 1856.

The President of the United States having returned to the Senate, in which it originated, the bill entitled "An act to remove obstructions to navigation in the mouth of the Mississippi River, at the Southwest Pass and the Pass a l'Outre," with his objections thereto, the Senate proceeded, in pursuance of the Constitution, to reconsider the same; and

Assent of Senate.

Resolved, That the said bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest: ASBURY DICKINS,
Secretary of the Senate.

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IN THE HOUSE OF REPRESENTATIVES
OF THE UNITED STATES,
July 8th, 1856.

Assent of House.

The House of Representatives having been notified by the Senate that the bill entitled "An act to remove obstructions to navigation in the mouth of the Mississippi River, at the Southwest Pass and the Pass a l'Outre," had been returned by the President with his objections to the Senate, in which it originated, and that the Senate having proceeded, in pursuance of the Constitution, to reconsider the same, had "Resolved, that the said bill do pass, two thirds of the Senate agreeing to pass the same," the House of Representatives proceeded, in pursuance of the Constitution, to reconsider the said bill; and

Resolved, That the said bill do pass, two thirds of the House of Representatives agreeing to pass the same.

Attest: WM. CULLOM,
Clerk House of Reps.

July 8, 1856.
Vol. 11, p. 25.

CHAP. 55.—An Act Making an appropriation for deepening the channel over the flats of the St. Mary's River, in the State of Michigan.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred thousand dollars be, and the same is hereby appropriated towards deepening the channel of the St. Mary's River, in the State of Michigan, by the west channel through Lake George, according to the estimate of Captain Macomb, of the topographical corps, communicated to the Senate in the report of the Secretary of War, dated January eighteen, eighteen hundred and fifty-five: *Provided*, That the dredging machine purchased for the improvement of the St. Clair flats may be employed, when not required therefor, at the discretion of the Secretary of War, in the improvement of the St. Mary's River or strait.

Appropriation to deepen channel in St. Marys River, Mich.
Res. No. 23. June 9, 1858.

Steam dredge.

IN THE SENATE OF THE UNITED STATES,
July 7th, 1856.

The President of the United States having returned to the Senate, in which it originated, the bill entitled "An act making an appropriation for deepening the channel over the flats of the St. Mary's River in the State of Michigan," with his objections thereto, the Senate proceeded, in pursuance of the Constitution, to reconsider the same; and

Resolved, That the said bill do pass, two thirds of the Senate agreeing to pass the same.

Attest: ASBURY DICKINS,
Secretary of the Senate.

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IN THE HOUSE OF REPRESENTATIVES
OF THE UNITED STATES,
July 8th, 1856.

The House of Representatives having been notified by the Senate that the bill entitled "An act making an appropriation for deepening the channel over the flats of the St. Mary's River, in the State of Michigan," had been returned by the President, with his objections, to the Senate, in which it originated, and that the Senate, having proceeded, in pursuance to the Constitution, to reconsider the same, had "Resolved, That the said bill do pass, two thirds of the Senate agreeing to pass the same," the House of Representatives proceeded, in pursuance of the Constitution, to reconsider the said bill; and

Resolved, That the said bill do pass, two thirds of the House of Representatives agreeing to pass the same.

Attest: WM. CULLOM,
Clerk House of Reps.

CHAP. 56.—An Act Making an appropriation for deepening the channel over St. Clair flats, in the State of Michigan. July 8, 1856. Vol. 11, p. 25.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of forty-five thousand dollars be and the same is hereby appropriated for the purpose of deepening the channel over the St. Clair flats, in the State of Michigan. Appropriation to deepen channel over St. Clair flats, Mich.

IN THE SENATE OF THE UNITED STATES,
July 7th, 1856.

The President of the United States having returned to the Senate, in which it originated, the bill entitled "An act making an appropriation for deepening the channel over the St. Clair flats, in the State of Michigan," with his objections thereto, the Senate proceeded, in pursuance of the Constitution, to reconsider the same; and

Resolved, That the said bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest: ASBURY DICKINS,
Secretary of the Senate.

IN THE HOUSE OF REPRESENTATIVES
OF THE UNITED STATES,
July 8th, 1856.

The House of Representatives having been notified by the Senate that the bill entitled "An act making an appropriation for deepening the channel over the St. Clair flats, in the State of Michigan," had been returned by the President, with his objections to the Senate, in which it originated, and that the Senate, having proceeded, in pursuance of the Constitution, to reconsider the same, had "Resolved, That the said bill do pass, two-thirds of the Senate agreeing to pass the same," the House of Repre-

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sentatives proceeded, in pursuance of the Constitution, to reconsider the said bill; and

Resolved, That the said bill do pass, two thirds of the House of Representatives agreeing to pass the same.

Attest: WM. CULLOM,
Clerk House of Reps.

Aug. 7, 1856. Vol. 11, p. 30.

CHAP. 82.—An Act To alter and amend "An Act to appropriate money to remove obstructions in the Savannah River, below the city of Savannah, in the State of Georgia," approved March third, eighteen hundred and fifty-five.

Application of balance of appropriation of 1855, c. 170, for removing obstructions in Savannah Harbor.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the balance of the unexpended appropriation made by the act of third March, eighteen hundred and fifty-five, "for removing certain obstructions in the Savannah River," may be, and is hereby authorized to be applied, under the direction of the Secretary of War, to remove the bars, shoals, banks, and other impediments in said river, caused by said obstructions, as proposed in the project of the commissioners, approved by the War Department in February, eighteen hundred and fifty-three.

Approved, August 7, 1856.

Aug. 16, 1856. Vol. 11, p. 44.

CHAP. 121.—An Act For the improvement of the navigation of the Patapsco River, and to render the port of Baltimore accessible to the war steamers of the United States.

Appropriation for deepening channel of Patapsco River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred thousand dollars be, and the same is hereby appropriated, out of any money in the treasury not otherwise appropriated, to be expended, under the direction of the Secretary of War, in deepening the channel of the Patapsco River, and in rendering the port of Baltimore accessible to the steam frigates and other war vessels of the United States.

IN THE SENATE OF THE UNITED STATES,
August 16th, 1856.

The President of the UnitedStates, having returned to the Senate, in which it originated, the bill entitled "An act for the improvement of the navigation of the Patapsco River, and to render the port of Baltimore accessible to the war steamers of the United States," with his objections thereto, the Senate proceeded, in pursuance of the constitution, to reconsider the same; and *Resolved*, That the said bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest: ASBURY DICKINS,
Secretary.

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IN THE HOUSE OF REPRESENTATIVES
OF THE UNITED STATES,
August 16th, 1856.

The House of Representatives having been notified by the Senate that the bill entitled, "An act for the improvement of the navigation of the Patapsco River, and to render the port of Baltimore accessible to the war steamers of the United States," had been returned by the President, with his objections, to the Senate, in which it originated, and that the Senate having proceeded, in pursuance of the constitution, to reconsider the same, had "*Resolved*, that the said bill do pass, two thirds of the Senate agreeing to pass the same," the House of Representatives proceeded, in pursuance of the constitution, to reconsider the said bill, and,

Resolved, That the said bill do pass, two thirds of the House of Representatives agreeing to pass the same.

Attest: WM. CULLOM,
Clerk House of Reps.

CHAP. 126.—An Act For continuing the improvement of the Des Moines Rapids, in the Mississippi River. Aug. 16, 1856. Vol. 11, p. 51.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby appropriated, out of any money in the treasury not otherwise appropriated, the sum of two hundred thousand dollars, for continuing the improvement of the Des Moines Rapids, in the Mississippi River, to be expended under the superintendence of the Secretary of War.

Appropriation for continuing improvement of Des Moines Rapids.

IN THE HOUSE OF REPRESENTATIVES
OF THE UNITED STATES,
August 11th, 1856.

The President of the United States having returned to the House of Representatives, in which it originated, the bill entitled "An act for continuing the improvement of the Des Moines Rapids, in the Mississippi River," with his objections thereto, the House of Representatives proceeded, in pursuance of the Constitution, to reconsider the same; and *Resolved*, That the said bill do pass, two thirds of the House of Representatives agreeing to pass the same.

Attest: WM. CULLOM,
Clerk of House Representatives.

IN THE SENATE OF THE UNITED STATES,
August 16th, 1856.

The Senate having proceeded, in pursuance of the Constitution, to reconsider the bill entitled "An act for continuing the improvement of the Des Moines Rapids, in the Mississippi River," returned to the House of Representatives by the President of the United States, with his

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objections, and sent by the House of Representatives to the Senate, with the message of the President returning the bill:

Resolved, That the bill do pass, two thirds of the Senate agreeing to pass the same.

Attest: ASBURY DICKINS,
Secretary.

Feb. 26, 1857.
Vol. 11, p. 166.

CHAP. 60.—An Act To authorize the people of the Territory of Minnesota to form a constitution and State government, preparatory to their admission in the Union on an equal footing with the original States.

Inhabitants of part of Minnesota authorised to form constitution and State government.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the inhabitants of that portion of the Territory of Minnesota which is embraced within the following limits, to wit: * * * be and they are hereby authorized to form for themselves a Constitution and State Government, by the name of the State of Minnesota, and to come into the Union on an equal footing with the original States, according to the federal constitution.

* * * * *

Propositions to be acted on by convention.

SEC. 5. *And be it further enacted*, That the following propositions be, and the same are hereby offered to the said convention of the people of Minnesota for their free acceptance or rejection, which, if accepted by the convention, shall be obligatory on the United States and upon the said State of Minnesota, to wit:

* * * * *

Percentage on land sales.

Fifth. That five per centum of the net proceeds of sales of all public lands lying within said State, which shall be sold by Congress after the admission of the said State into the Union, after deducting all the expenses incident to the same, shall be paid to said State, for the purpose of making public roads and internal improvements, as the legislature shall direct: *Provided*, The foregoing propositions herein offered are on the condition, that the said convention which shall form the constitution of said State shall provide, by a clause in said constitution, or an ordinance, irrevocable without the consent of the United States, that said State shall never interfere with the primary disposal of the soil within the same, by the United States, or with any regulations Congress may find necessary for securing the title in said soil to *bona fide* purchasers thereof; and that no tax shall be imposed on lands belonging to the United States, and that in no case shall non-resident proprietors be taxed higher than residents.

Propositions made conditional.

Approved, February 26, 1857.

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CHAP. 173.—An Act For the relief of Collier H. Minge, Philip T. Ellicott, and Lucretia A. Brodie, administratrix of Charles Brodie.

Mar. 3, 1857.
Vol. 11, p. 520.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be and he is hereby directed, out of any money in the treasury not otherwise appropriated, to pay to Collier H. Minge, Philip T. Ellicott, and Lucretia A. Brodie, administratrix of Charles Brodie, the sum of six thousand nine hundred and nineteen dollars and thirty-eight cents, to be divided equally among them; and to Collier H. Minge and Philip T. Ellicott, the sum of thirteen thousand nine hundred and thirteen dollars and sixty-two cents, to be equally divided among them. The said sums being in full for the amount due on a contract dated fifth December, eighteen hundred and thirty-eight, for excavating the channel on Dog-River bar, in the Bay of Mobile.

$6,919.38 to be paid to C. H. Minge, P. T. Ellicott, and L. A. Brodie, administratrix of C. Brodie.

$13,913.62 to be paid to C. H. Minge and P. T. Ellicott.

Approved, March 3, 1857.

CHAP. 112.—An Act For the relief of Alonzo and Elbridge G. Colby.

June 7, 1858.
Vol. 11, p. 543.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of twenty-five hundred and two dollars and eleven cents be, and the same is hereby, appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated, to and for Alonzo Colby and Elbridge G. Colby, of the town of Buck[s]port, in the State of Maine, the sum being the balance due them on their contract with the United States, dated July twenty-four, eighteen hundred and fifty-five, for constructing a breakwater at Owl's Head harbor, Penobscot River, Maine.

$2,502.11 to be paid Alonzo and Elbridge G. Colby, being balance due on contract.

Approved, June 7, 1858.

CHAP. 133.—An Act For the relief of certain settlers on the public lands in the State of Wisconsin.

June 9, 1858.
Vol. 11, p. 313.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the even-numbered sections of land selected by the State of Wisconsin in the month of June, in the year eighteen hundred and forty-nine, to satisfy the quantity of land due said State under the act of Congress of August eighth, eighteen hundred and forty-six, granting land in aid of the improvement of the Fox and Wisconsin rivers, as *have* been sold, or contracted to be sold, by said State or its assigns, under the laws thereof, *are* hereby confirmed to said State, as parts of said grant, and the title of the purchasers declared to be valid as though the said selections had been made in conformity with law: *Provided,* That

Certain selections of land under act of 1846, c. 170, for improvement of Fox and Wisconsin rivers, confirmed to Wisconsin.

Proviso.

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nothing contained in this act shall be construed to increase the quantity of land to which the State is entitled under the grant aforesaid: *And provided further*, That a schedule duly *certify* [certified] by the governor, of the lands sold and contracted for to be sold, prior to the passage of this act, shall be filed in the General Land-Office within six months from the date of this act.

Proviso.

* * * * *

Approved, June 9, 1858.

June 9, 1858. Vol. 11, p. 371.

[No. 23.] A Resolution Authorizing the Secretary of War to expend the appropriation made July eighth, eighteen hundred and fifty-six, upon such channel of the St. Mary's River as he may select.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the appropriation of July eighth, eighteen hundred and fifty-six, made for the improvement of St. Mary's River, in the State of Michigan, may be expended in excavating such channel as, from the evidence which he may obtain, the Secretary of War shall deem best.

Appropriation may be expended in excavating channel. 1856, c. 55.

Approved, June 9, 1858.

Feb. 9, 1859. Vol. 11, p. 559.

CHAP. 30.—An Act For the relief of Henry Hubbard.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be allowed and paid, out of any money in the treasury not otherwise appropriated, to Henry Hubbard, the sum of six hundred and seventy-two dollars and seventy-five cents, for his services as United States agent charged with the safe-keeping of the public property at the harbor of Ashtabula, in the State of Ohio, as certified by the Bureau of Topographical Engineers, with interest, at the rate of six per centum per annum, from the eleventh of June, eighteen hundred and fifty-six, from which time payment is shown to have been delayed for want of appropriation.

$672.75, and interest, to be paid Henry Hubbard.

Approved, February 9, 1859.

Feb. 14, 1859. Vol. 11, p. 383.

CHAP. 33.—An Act For the admission of Oregon into the Union.

Preamble.

Whereas the people of Oregon have framed, ratified, and adopted a constitution of State government which is republican in form, and in conformity with the Constitution of the United States, and have applied for admission into the Union on an equal footing with the other States: Therefore—

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Oregon be, and she is hereby, received into the

Oregon admitted.

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Union on an equal footing with the other States in all respects whatever, with the following boundaries: * * *

* * * * *

SEC. 4. *And be it further enacted*, That the following propositions be, and the same are hereby, offered to the said people of Oregon for their free acceptance or rejection, which, if accepted, shall be obligatory on the United States and upon the said State of Oregon, to wit:

Proposition submitted to popular vote.

* * * * *

Fifth. That five per centum of the net proceeds of sales of all public lands lying within said State which shall be sold by Congress after the admission of said State into the Union, after deducting all the expenses incident to the same, shall be paid to said State, for the purpose of making public roads and internal improvements, as the legislature shall direct: *Provided*, That the foregoing propositions, hereinbefore offered, are on the condition that the people of Oregon shall provide by an ordinance, irrevocable without the consent of the United States, that said State shall never interfere with the primary disposal of the soil within the same by the United States, or with any regulations Congress may find necessary for securing the title in said soil to bona fide purchasers thereof; and that in no case shall non-resident proprietors be taxed higher than residents.

Percentage on land sales.

Proviso. Conditions on which propositions are offered.

Sixth. And that the said State shall never tax the lands or the property of the United States in said State: *Provided, however*, That in case any of the lands herein granted to the State of Oregon have heretofore been confirmed to the Territory of Oregon for the purposes specified in this act, the amount so confirmed shall be deducted from the quantity specified in this act.

United States property free from taxation. *Proviso.*

* * * * *

Approved, February 14, 1859.

[No. 12.] A Resolution Authorizing the enlargement of, and construction of a branch to, the Louisville and Portland Canal.

May 24, 1860. Vol. 12, p. 116.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President and Directors of the Louisville and Portland Canal Company be, and they are hereby, authorized, with the revenues and credits of the company, to enlarge the said canal and to construct a branch canal from a suitable point on the south side of the present canal, to a point in the Ohio River, opposite Sand Island, sufficient to pass the largest class of steam-vessels navigating the Ohio River: *Provided*, That nothing herein contained, shall authorize the said president and directors, directly or indirectly, to use or pledge the faith or credit of the United States for the said enlargement or construction. It hereby being expressly declared, that the Government of the United States shall not be in any manner liable for

Louisville and Portland Canal to be enlarged and branch built.

Proviso.

United States in no way liable.

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Tolls.

said enlargement and construction: *Provided, further*, That when said canal is enlarged and its branch canal constructed and its cost of said improvements paid for, no more tolls shall be collected than an amount sufficient to keep the canal in repair and pay for all necessary superintendence and management.

Approved, May 24, 1860.

June 9, 1860. Vol. 12, p. 849.

CHAP. 99.—An Act For the relief of Shade Calloway.

Payment to be made to Shade Calloway for work on Tennessee River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers allow and pay out of the treasury to Shade Calloway the sum of one thousand three hundred and fifty dollars, for work done by him on the Tennessee River, under his contract with Brevet Lieutenant-Colonel J. McClelland, dated the sixteenth of September, eighteen hundred and fifty-three, according to the account approved and certified by the agent placed in charge of said work at the death of said officer.

Approved, June 9, 1860.

June 12, 1860. Vol. 12, p. 29.

CHAP. 114.—An Act To liquidate the unadjusted contracts of the Tennessee River improvement.

Certain contracts to be audited and paid. 1852, c. 104.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all contracts made by the duly authorized officers of the Government, appointed under the act of thirty-second Congress making an appropriation of fifty thousand dollars for the improvement of the Tennessee River, shall be audited by the accounting officers of the treasury, and paid out of any money in the treasury not otherwise appropriated[a].

Approved, June 12, 1860.

Jan. 19, 1861. Vol. 12, p. 125.

CHAP. 11.—An Act To continue in force an Act therein mentioned, relating to the port of Baltimore.

Act 1800, c. 15, revived in part and extended to Mar. 3, 1871.

See acts 1808, c. 47; 1814, c. 60; 1822, c. 29; 1828, c. 15; 1838, c. 34; 1843, c. 45; 1850, c. 17.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act passed the seventeenth day of March, one thousand eight hundred, entitled "An act declaring the assent of Congress to certain acts of the States of Maryland and Georgia," and which by subsequent acts have been continued in force until the third day of March, one thousand eight hundred and sixty-one, be and the same, so far as it relates to the act of the State of Maryland, is

[a] The amount paid by the Treasury Department under this act was $1,406.94.

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hereby revived and continued in force until the third day of March, one thousand eight hundred and seventy-one: *Provided*, That the duty shall not be levied on any vessel more than once in any month. *Proviso.*

Approved, January 19, 1861.

CHAP. 20.—An Act For the admission of Kansas into the Union. Jan. 29, 1861. Vol. 12, p. 126.

Preamble.

Whereas the people of the Territory of Kansas, by their representatives in Convention assembled, at Wyandott, in said Territory, on the twenty-ninth day of July, one thousand eight hundred and fifty-nine, did form for themselves a constitution and State government, republican in form, which was ratified and adopted by the people at an election held for that purpose on Tuesday, the fourth day of October, one thousand eight hundred and fifty-nine, and the said Convention has, in their name and behalf, asked the Congress of the United States to admit the said Territory into the Union as a State, on an equal footing with the other States: Therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Kansas shall be, and is hereby declared to be, one of the United States of America, and admitted into the Union on an equal footing with the original States in all respects whatever. * * * Kansas admitted as State.

* * * * *

SEC. 3. *And be it further enacted*, That nothing in this act shall be construed as an assent by Congress to all or to any of the propositions or claims contained in the ordinance of said constitution of the people of Kansas, or in the resolutions thereto attached; but the following propositions are hereby offered to the said people of Kansas for their free acceptance or rejection, which, if accepted, shall be obligatory on the United States and upon the said State of Kansas, to wit: Congress does not assent, etc. Propositions to be submitted to popular vote.

* * * * *

Fifth, That five per centum of the net proceeds of sales of all public lands lying within said State which shall be sold by Congress after the admission of said State into the Union, after deducting all the expenses incident to the same, shall be paid to said State for the purpose of making public roads and internal improvements, or for other purposes, as the Legislature shall direct: *Provided*, That the foregoing propositions hereinbefore offered are on the condition that the people of Kansas shall provide by an ordinance, irrevocable without the consent of the United States, that said State shall never interfere with the primary disposal of the soil within the same by the United States, or with any regulations Congress may find necessary for securing the title in said soil to bona fide purchasers thereof. Percentage on land sales shall be paid to State for making roads and internal improvements. *Proviso.* Conditions.

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State not to tax property of United States in State.
Proviso as to lands heretofore confirmed to Kansas.

Sixth, And that the said State shall never tax the lands or the property of the United States in said State: *Provided, however*, That in case any of the lands herein granted to the State of Kansas have heretofore been confirmed to the Territory of Kansas for the purposes specified in this act, the amount so confirmed shall be deducted from the quantity specified in this act.

* * * * *

Approved, January 29, 1861.

Feb. 21, 1861.
Vol. 12, p. 250.

[No. 9.] Joint Resolution Giving the assent of Congress to certain Acts passed, or to be passed, by the legislatures of the States of Arkansas, Louisiana, and Texas, or any two of them, in relation to the "raft" of Red River, and for other purposes.

Assent of Congress given to acts for improving navigation of Red River.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress be, and the same is hereby, given, to any acts that have been, or may be, passed by the Legislatures of the States of Arkansas, Louisiana, and Texas, or of any two of them, having for their object the improvement of the navigation of Red River by the removal of the "Raft" therefrom.

Tolls may be charged, etc., for thirty years.

SEC. 2. *And be it further resolved*, That Congress hereby assents, that after and so soon as any company incorporated by the States aforesaid, or any two of them, for the purpose, shall have removed the obstructions to navigation in Red River caused by the "Raft," and have rendered the same navigable, and not before, the said States, or any two of them, may, through the said company, under and in accordance with, and in the mode provided by, the acts incorporating the same, for the benefit of the company and to reimburse to it its expenditures in removing said "Raft," levy and collect, by way of commutation for duties of tonnage, tolls upon all boats or other watercrafts ascending or descending said river, and passing through the portion thereof that shall so have been improved and rendered navigable, not to exceed the following sums: that is to say, fifty cents on and for each bale of cotton, and twenty-five cents on and for each barrel of goods, wares, and merchandise wherewith such boats or crafts may be laden; and that this privilege may continue until the expiration of thirty years from the ninth day of March, Anno Domini eighteen hundred and sixty: *Provided*, That nothing herein contained shall authorize the said company to impair the navigation of Red Bayou: *Provided, further*, That the United States shall have the right, at any time after the expiration of ten years, to take possession of the work by paying to the company the amount of expenditure, with seven per centum interest.

Proviso.

Proviso.

Approved, February 21, 1861.

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CHAP. 1.—An Act Declaring the assent of Congress to an Act of the legislature of the State of Illinois, therein named.

Jan. 16, 1864. Vol. 13, p. 1.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of congress is hereby given to the operation of the eleventh section, chapter fifteen, of the act of the general assembly of the State of Illinois, approved February thirteenth, eighteen hundred and sixty-three, entitled "An act to reduce the charter of the city of Chicago, and the several acts amendatory thereof, into one act, and to revise the same,"—which section is as follows: "Said city shall have the power to extend aqueducts or inlet-pipes into Lake Michigan, so far as may be deemed necessary to insure a supply of pure water, and to erect a pier or piers in the navigable waters of said lake, for the making, preserving, and working of said pipes or aqueducts: *Provided*, That such piers shall be furnished with a beacon-light, which shall be lighted at all such seasons and hours as the light on the pier at the entrance of Chicago river."

City of Chicago may erect piers in navigable waters of Lake Michigan to protect aqueduct pipes.

Piers to be lighted.

Approved, January 16, 1864.

CHAP. 55.—An Act For the relief of Daniel Wormer.

Apr. 9, 1864. Vol. 13, p. 578.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, directed, out of any money in the treasury not otherwise appropriated, to pay to Daniel Wormer the sum of one thousand seven hundred and seventy-eight dollars and thirty-six cents, in full for all percentage retained by the Government on payments heretofore made to him, and for all timber or other materials furnished by him in the construction of the pier at Little Sodus Bay, on Lake Ontario.

Payment to Daniel Wormer for timber, etc., for pier at Little Sodus Bay, N. Y.

Approved, April 9, 1864.

CHAP. 56.—An Act For the relief of Darius S. Cole.

Apr. 9, 1864. Vol. 13, p. 578.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed, out of any money in the treasury not otherwise appropriated, to pay to Darius S. Cole the sum of two thousand two hundred and twenty-four dollars, in full for materials furnished to the United States for the construction of the pier in Little Sodus Bay, Lake Ontario.

Payment to Darius S. Cole for materials for pier at Little Sodus Bay, N. Y.

Approved, April 9, 1864.

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Apr. 9, 1864.
Vol. 13, p. 579.

CHAP. 57.—An Act For the relief of William G. Brown.

Payment to Wm. G. Brown for stone, etc., for pier at Little Sodus Bay, N. Y.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, directed, out of any money in the treasury not otherwise appropriated, to pay to William G. Brown the sum of ninety-nine dollars, in full for stone or other materials used by order of the agents of the Government in the construction of a pier in Little Sodus Bay, on Lake Ontario, in the year one thousand eight hundred and fifty-three.

Approved, April 9, 1864.

May 19, 1864.
Vol. 13, p. 580.

CHAP. 91.—An Act For the relief of Charles L. Nelson.

Payment to Charles L. Nelson for services as agent for improvement at Burlington Harbor, Vt.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay Charles L. Nelson the sum of three hundred and eight dollars, out of any money in the treasury not otherwise appropriated, it being for his services as agent for the improvement of the harbor of Burlington, Vermont, from the fifteenth day of January, eighteen hundred and fifty-three, to the second day of April, eighteen hundred and fifty-three, inclusive, at four dollars per day.

Approved, May 19, 1864.

June 28, 1864.
Vol. 13, p. 200.

CHAP. 168.—An Act To provide for the repair and preservation of certain public works of the United States.

Appropriation to preserve certain public works on Northern and Northwestern Lakes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, appropriated, out of any money in the treasury not otherwise appropriated, the sum of two hundred and fifty thousand dollars, to be expended under the direction of the Secretary of War, in protecting the commerce of the lakes by causing the public works connected with the harbors on Lakes Champlain, Ontario, Erie, St. Clair, Huron, Michigan, and Superior, to be repaired and made useful for purposes of commerce and navigation, so far as the same, in his judgment, may be necessary.

Appropriations to preserve certain public works on seaboard.

SEC. 2. *And be it further enacted*, That there be, and hereby is, appropriated, out of any money in the treasury not otherwise appropriated, the further sum of one hundred thousand dollars, to be expended under the direction of the Secretary of War, in repairing and rendering useful for purposes of commerce and navigation such of the public works connected with the harbors on the seaboard of the United States as may, in his judgment, need such expenditure.

Approved, June 28, 1864.

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Statement showing the works of river and harbor improvements to which the appropriations made by the foregoing act, approved June 28, 1864, were distributed, and the amount allotted to each work, viz:

[Appropriation of $250,000.]

Burlington Harbor, Vermont	$13,500.00
Buffalo Harbor, New York	15,000.00
Charlotte Harbor (Genesee River), New York	25,000.00
Oswego Harbor, New York	25,000.00
Plattsburg Harbor, New York	2,000.00
Erie Harbor, Pennsylvania	15,000.00
Chicago Harbor, Illinois	25,000.00
Vermilion Harbor, Ohio	5,758.97
Black River (Lorain Harbor) Ohio	20,000.00
Cleveland Harbor, Ohio	20,000.00
Fairport Harbor (Grand River), Ohio	24,453.24
Sandusky Harbor, Ohio	10,000.00
St. Joseph Harbor, Michigan	15,000.00
Milwaukee Harbor, Wisconsin	15,000.00
Racine Harbor, Wisconsin	3,600.00
Sheboygan Harbor, Wisconsin	10,000.00
Balance	[a]5,687.79
Total	[b]250,000.00

[Appropriation of $100,000.]

Susquehanna River, near Havre de Grace, and Patapsco River, near Baltimore, Maryland	[c]20,000.00
Hudson River, New York	35,000.00
Plymouth Beach, Massachusetts	8,315.00
Provincetown Harbor, Massachusetts	30,000.00
Balance (contingencies, etc.)	6,685.00
	100,000.00

[No. 59.] A Resolution For the relief of the State of Wisconsin. July 1, 1864. Vol. 13, p. 413.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Department of the Interior shall, in adjusting the amount due the State of Wisconsin, under existing laws, as five percentum of the net proceeds of sales of the public lands within her limits, estimate and charge against her the value of the one hundred and twenty-five thousand four hundred and thirty-one and eighty-two one-hundredths acres of land granted to the Territory of Wisconsin, to aid in the construction of the Milwaukie and Rock River Canal which have been sold by said territory or said state, at one dollar and twenty-five cents per acre, and as much more as the territory and state received upon the same upon sales of any

Wisconsin to be charged with proceeds of sales of land granted to Milwaukee and Rock River Canal.

[a] It is not known to what works the expenditure of this balance was applied.

[b] In 1868 $10,000 of this appropriation was allotted for St. Marys River, Michigan, which amount was probably derived from the unexpended balances of the other allotments.

[c] The whole of this allotment appears to have been expended on Baltimore Harbor.

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To be credited with what.

part thereof at a higher price, and shall credit said state with the amount that has been legally and properly applied by said state or territory towards the cost of selling said land and towards the construction of said canal.

Allowance to canal company.

And the said secretary shall also settle and allow to the Milwaukie and Rock River Canal Company such sums of money as have been properly expended by said company in the survey and location of said canal, in the construction thereof, as far as the same has been constructed, together with dams, locks, and slack-water navigation, and in the management and keeping the same in repair; and the same shall be paid to the said canal company out of any money in the treasury not otherwise appropriated, not exceeding in amount, however, the balance charged against the State of Wisconsin upon the sales of said canal lands, as above required, after deducting the sum allowed said state for money paid by her out of the same fund. The same to be received by said canal company in full payment and satisfaction of all claims of said company against the state of Wisconsin and of the United States on account of said canal land grant, or on account of any action of the Territory or State of Wisconsin, or of the United States, in relation thereto.

Commissioner General Land Office to adjust accounts.

SEC. 2. *And be it further resolved*, That the commissioner of the general land-office be, and he is hereby, appointed commissioner to adjust the accounts herein provided for, under the supervision of the Secretary of the Interior, and to determine what sum shall be charged to said State of Wisconsin for the lands granted for the construction of said canal; and what sums shall be credited, respectively, to said State and said company for the moneys expended by them in the construction of said locks and canal as herein provided.

Approved, July 1, 1864.

July 2, 1864. Vol. 13, p. 353.

CHAP. 211.—An Act Making appropriations for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending the thirtieth of June, eighteen hundred and sixty-five, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Appropriation for fortifications, etc.

That the following sums be, and they are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending the thirtieth of June, eighteen hundred and sixty-five:—

* * * * *

Great Brewster Island, Boston, Mass.

For sea-wall of Great Brewster's Island, forty thousand dollars.

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For repair of sea-walls on Deer and on Lovell's Island, ten thousand dollars. Deer and Lovells islands, Boston, Mass.

* * * * *

For repairs and completion of sea-wall at Buffalo, thirty-seven thousand five hundred dollars. Buffalo, N. Y.

* * * * *

For permanent work for Delaware breakwater harbor, one hundred thousand dollars. Delaware Breakwater.

* * * * *

Approved, July 2, 1864.

CHAP. 68.—An Act Making appropriations for the construction, preservation, and repairs of certain fortifications and other works of defence, for the year ending the thirtieth of June, eighteen hundred and sixty-six. Feb. 28, 1865. Vol. 13, p. 442.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, out of any money in the treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending the thirtieth of June, eighteen hundred and sixty-six:

* * * * *

For sea-wall of Great Brewster's Island, Boston harbor, Massachusetts, twenty thousand dollars. Sea wall, Great Brewster Island.

For repairs of sea-walls on Deer and on Lovell's Islands, Boston harbor, Massachusetts, three thousand dollars. Sea wall, Deer and Lovells islands.

* * * * *

Approved, February 28, 1865.

CHAP. 72.—An Act Granting to the Michigan City Harbor Company the use of Government piers in said harbor for the purpose of protecting said harbor. Feb. 28, 1865. Vol. 13, p. 445.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby granted to the Michigan City Harbor Company, at Michigan City, in the State of Indiana, the privilege of using the foundations of the old government piers now in said harbor, for the purpose of improving and protecting the said harbor, and no expenses made by the said harbor company for this purpose shall be considered a charge against the government. Use of certain piers granted to Michigan City Harbor Co.

* * * * *

Approved, February 28, 1865.

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Mar. 3, 1865. Vol. 13, p. 519.

CHAP. 102.—An Act Granting land to the State of Michigan, to aid in building a harbor and ship-canal at Portage Lake, Keweenaw Point, Lake Superior.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the State of Michigan the right of locating and constructing a breakwater and harbor and ship canal through any public lands at or upon the neck of land on Lake Superior known as "The Portage:" *Provided*, That not more than one thousand feet in width on the bank of Lake Superior shall be occupied by said breakwater and harbor, and that a strip of land not more than four hundred feet in width on said neck of land shall be occupied by said canal: *And provided, further*, That said ship-canal shall be at least one hundred feet in width, with a depth of water not less than thirteen feet.

Michigan may locate, etc., ship canal, etc., through "The Portage." 1886, c. 161.

Limit to grant.

Width and depth of canal.

SEC. 2. *And be it further enacted*, That there be, and hereby is, granted to the said State of Michigan, for the purpose of aiding said State in constructing and completing a harbor and ship-canal to connect the waters of Lake Superior with the waters of Portage Lake, two hundred thousand acres of public lands, to be selected in subdivisions agreeably to the United States survey, by an agent or agents appointed by the governor of said state, subject to the approval of the Secretary of the Interior, from any lands in the upper peninsula of said state, subject to private entry: *Provided*, That said selections shall be made from alternate and odd-numbered sections of land nearest the location of said canal in said upper peninsula, not otherwise appropriated, and not from lands designated by the United States as "mineral" before the passage of this act, nor from lands to which the rights of preëmption or homestead have attached.

Grant to Michigan of public lands to aid in building ship canal.

How and where selected.

Proviso.

SEC. 3. *And be it further enacted*, That the said lands hereby granted shall be subject to the disposal of the legislature of said state, or, if the legislature thereof shall not be in session, or shall adjourn within ten days after the passage and approval of this act, then said lands shall be subject to the disposal of the governor and board of control of said state, for the purpose aforesaid and for no other; and the said canal shall be and remain a public highway for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

Lands granted to be subject to disposal by State.

Canal to be public highway, and no charge to United States vessels.

SEC. 4. *And be it further enacted*, That before it shall be competent for said state to dispose of any of said lands to be selected as aforesaid, the plan of said breakwater and harbor, and the route of said canal shall be established as aforesaid, and a plat or plats thereof shall be filed in the office of the War Department, and a duplicate thereof in the office of the commissioner of the general land-office.

Route of canal to be established before lands are disposed of.

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SEC. 5. *And be it further enacted*, That if the said breakwater, harbor, and ship-canal shall not be completed within two years from the passage of this act, the lands hereby granted shall revert to the United States.

Unless canal, etc., completed in two years, land to revert. 1869, Res. No. 16; 1871, Res. No. 47; 1872, c. 66; 1873, c. 323.

SEC. 6. *And be it further enacted*, That the legislature of said state shall cause to be kept an accurate account of the sales and net proceeds of the lands hereby granted, and of all expenditures in the construction, repairs, and operating of said canal, and of the earnings thereof, and shall return a statement of the same annually to the Secretary of the Interior; and whenever said state shall be fully reimbursed for all advances made for the construction, repairs, and operating of said canal, with legal interest on all advances, until the reimbursement of the same, or upon payment by the United States of any balance of such advances over such receipts from said lands and canal, with such interest, the said state shall be allowed to tax for the use of said canal only such tolls as shall be sufficient to pay all necessary expenses for the care, charge, and repair of the same.

Account of sales of lands, and net proceeds and earnings and expenditures, to be kept.

When State is reimbursed; tolls to be such only as shall pay expenses of canal.

Approved, March 3, 1865.

CHAP. 32.—An Act Granting to the State of Wisconsin a donation of public lands to aid in the construction of a breakwater and harbor and ship canal at the head of Sturgeon Bay, in the county of Door, in said State, to connect the waters of Green Bay with Lake Michigan, in said State.

Apr. 10, 1866. Vol. 14, p. 30.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Wisconsin for the purpose of aiding said State in constructing and completing a breakwater and harbor and ship canal to connect the waters of Green bay with the waters of Lake Michigan, two hundred thousand acres of public lands, to be selected in subdivisions agreeably to the United States survey, by an agent or agents appointed by the governor of said State, subject to the approval of the Secretary of the Interior, from lands subject to private entry: *Provided*, That said selections shall all be made from alternate and odd numbered sections of land nearest the location of said harbor and canal in said State not otherwise appropriated, and not from lands designated by the United States as "mineral" before the passage of this act, nor from lands to which the rights of pre-emption or homestead have attached.

Grant of land to Wisconsin for breakwater, harbor, and ship canal.

Proviso: Selections, how made.

SEC. 2. *And be it further enacted*, That the said lands hereby granted shall be subject to the disposal of the legislature of said State, or, if the legislature thereof shall not be in session, or shall adjourn within ten days after the passage and approval of this act, then said lands shall be subject to the disposal of the governor and board of commissioners of school, university, and swamp lands of said State, for the purposes aforesaid, and for no other;

Lands subject to disposal of legislature, etc.

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Canal to be public highway, etc

and the said canal shall be and remain a public highway for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

Plans, etc., to be filed in Departments.

SEC. 3. *And be it further enacted*, That before it shall be competent for said State to dispose of any of said lands, to be selected as aforesaid, the plan of said breakwater and harbor and the route of said canal shall be established, and a plat or plats thereof shall be filed in the office of the War Department, and a duplicate thereof filed in the office of the Commissioner of the General Land Office.

Unless work is completed in 3 years, unsold lands revert to United States. 1872, c. 23.

SEC. 4. *And be it further enacted*, That if the said breakwater, harbor, and canal, shall not be completed within three years from the passage of this act, the lands hereby granted and remaining unsold shall revert to the United States.

Account to be kept; and when work is paid for, only such tolls, etc.

SEC. 5. *And be it further enacted*, That the legislature of said state shall cause to be kept an accurate account of the sales and net proceeds of the lands hereby granted, and of all expenditures in the construction, repairs, and operating of said canal, and of the earnings thereof, and shall return a *a* statement of the same annually to the Secretary of the Interior. And whenever said State shall be fully reimbursed for all advances made for the construction, repairs, and operating of said canal, with legal interest on all advances until the reimbursement of the same, or upon payment by the United States of any balance of such advances over such receipts from said lands and canal, with such interest, the said State shall be allowed to tax for the use of said canal only such tolls as shall be sufficient to pay all necessary expenses for the care, charge, and repair of the same.

Width and depth of canal.

SEC. 6. *And be it further enacted*, That said ship canal shall be at least one hundred feet in width, with a depth of water not less than thirteen feet.

Approved, April 10, 1866.

June 12, 1866. Vol. 14, p. 61.

CHAP. 115.—An Act Making appropriations for the construction, preservation, and repairs of certain fortifications and other works of defence, for the year ending June thirty, eighteen hundred and sixty-seven.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending the thirtieth of June, eighteen hundred and sixty-seven:

* * * * *

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For sea-wall at Great Brewster's island, Boston harbor, Massachusetts, seventy-five thousand dollars. Sea wall, Great Brewster Island.

For sea-walls on Deer and Lovell's islands, Boston harbor, Massachusetts, fifty thousand dollars. Sea walls on Deer and Lovells islands.

* * * * *

Approved, June 12, 1866.

CHAP. 138.—An Act Making appropriations for the repair, preservation, and completion of certain public works heretofore commenced under the authority of law, and for other purposes. June 23, 1866. Vol. 14, p. 70.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction and superintendence of the Secretary of War, for the repair, preservation, and completion of the following works, heretofore commenced under the authority of law, and for the other purposes hereinafter named, that is to say: Appropriation for repair, preservation, and completion of certain public works.

For examination and survey of works of improvement for which appropriations have been heretofore made, and concerning which no sufficient information is now in possession of the department, and for examination and survey at other points in the fourth section of this act specified, that is to say, on the Atlantic coast thirty thousand dollars; on the Pacific coast twenty-five thousand dollars; on the northwestern lakes one hundred thousand dollars; on the western and northwestern rivers one hundred thousand dollars. And the Secretary of War, when the public interests require it, shall cause examinations or reexaminations to be made, with suitable surveys of the works aforesaid, and all other works provided for by this act, and shall make such changes or modifications of the plans heretofore adopted for their improvement as shall be necessary and proper. And he shall cause such needful examination of other harbors and places in the fourth section of this act specified, upon the sea and lake coasts, and on western rivers, to be made as will enable him to determine what improvements thereof are required to render them safe and convenient for the navigation of the naval and commercial vessels of the United States and the cost of such improvements, and he shall make full report thereof, and of the plans deemed advisable therefor, to Congress, at the commencement of the next session, for such action as may be judged expedient and right. And if, upon such examination and survey of works first herein named, being works now existing or in process of completion, and concerning which no sufficient information is now in the possession of the department, there shall remain an unexpended balance of appropriation properly applicable thereto from the sums herein appropriated, which may, in the judgment of

Examinations and surveys.

Reexaminations and changes in plans.

Examination of harbors to determine improvements, etc., necessary to make them safe for navigation.

Report to Congress.

Application of certain unexpended balances.

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the Secretary of War, be judiciously applied towards the economical and needful continuation or completion of such works, the Secretary of War shall direct such balance to be applied and used accordingly; but no moneys shall be used for such purposes, excepting from the balances remaining from appropriations herein made for the specific examination and survey of such works.

Breakwater at Portland Harbor.

For extending the breakwater at Portland harbor, Maine, one hundred and five thousand one hundred and eleven dollars and five cents.

Hudson River.

For improvement of navigation of Hudson river, New York, fifty thousand dollars.

Provincetown Harbor.

For preservation of Provincetown harbor, Massachusetts, forty-three thousand and sixty-eight dollars and forty-four cents.

Thames River.

For improvement of Thames river, Connecticut, ten thousand dollars.

Breakwater at Burlington, Vt.

For extension and repair of breakwater at Burlington, Vermont, twenty-seven thousand six hundred and seventy-two dollars and twenty cents.

Delaware Breakwater.

For completion and repair of Delaware breakwater, Delaware bay, one hundred and seven thousand nine hundred and ten dollars.

Channel of Susquehanna River.

For improving channel of Susquehanna river below Havre de Grace, Maryland, twenty-six thousand four hundred dollars.

Patapsco River.

For continuing improvement of Patapsco river, Maryland, five thousand two hundred dollars.

Snag boats and other apparatus.

For construction of snag-boats and other apparatus for clearing western rivers, and for the outfit, working, and preservation thereof, five hundred and fifty thousand dollars.

Secretary of Navy to transfer, etc., to Secretary of War steamers, etc., for use in raising snags, etc., from western rivers.

And the Secretary of the Navy is hereby authorized and directed, upon such terms as may be agreed on by the Secretary of the Navy and the Secretary of War, to transfer to and place at the disposal of the Secretary of War such steamers of the United States, with boats and equipage belonging thereto, and used during the rebellion as portions of the river fleet, as may be so transferred in the judgment of the Secretary of the Navy without detriment to the public service, and as may be conveniently and fitly used in raising snags or removing obstructions from western rivers, so as to render them safe and navigable for the vessels of the United States and for the uses of commerce; and if the same shall be purchased by the Secretary of War, the amounts required for the payment therefor shall be taken from the appropriation aforesaid.

Appropriation for purchase.

Mouth of Mississippi.

For improving the mouth of the Mississippi river, seventy-five thousand dollars.

Mississippi, Missouri, Arkansas, and Ohio rivers.

For improvement of the Mississippi, Missouri, Arkansas, and Ohio rivers, five hundred and fifty thousand dollars.

Des Moines Rapids.

For improvement of the Des Moines rapids, Mississippi river, two hundred thousand dollars.

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For improvement of the Rock Island rapids, Mississippi river, one hundred thousand dollars. **Rock Island Rapids.**

For improvement of the Saint Clair flats, Michigan, eighty thousand dollars. **St. Clair flats.**

For improvement of the Saint Mary's river, between Lake Superior and Lake Huron, fifty thousand dollars. **St. Marys River.**

For improvement of Oswego harbor, New York, and preservation of the public works at that point, forty-five thousand dollars. **Oswego Harbor.**

For improvement at Little Sodus Bay harbor, Fairhaven, in Cayuga county, New York, thirty-three thousand eight hundred and forty dollars and forty-one cents. **Little Sodus Bay Harbor.**

For improvement of Big Sodus Bay harbor, Wayne county, New York, fifty-three thousand one hundred and fifty-one dollars and eighty cents. **Great Sodus Bay Harbor.**

For improvement at the harbor of Genesee river, New York, seventy-five thousand six hundred and seven dollars and thirty cents. **Genesee River (Charlotte Harbor).**

For improvement of harbor at Buffalo, New York, one hundred thousand dollars. **Harbor and sea wall at Buffalo.**

For completing the sea wall at Buffalo harbor, New York, thirty-one thousand dollars.

For improvement of harbor and repair of public works at Erie, Pennsylvania, thirty-six thousand nine hundred and sixty-one dollars. **Improvement of harbor, etc., at Erie.**

For improvement of Conneaut harbor, Ohio, twenty thousand five hundred and thirteen dollars and seventy-four cents. **Conneaut.**

For improvement of Ashtabula harbor, Ohio, twenty-four thousand seven hundred and eight dollars and eighty-two cents. **Ashtabula.**

For improvement of harbor at Grand river, Ohio, twenty-four thousand and seventy-two dollars. **Grand River (Fairport Harbor).**

For improvement of harbor at Cleveland, Ohio, fifty-nine thousand eight hundred and six dollars. **Cleveland.**

For improvement of harbor at Black river, Ohio, ten thousand dollars. **Black River (Lorain Harbor).**

For improvement of harbor at Vermillion, Ohio, fifteen thousand three hundred and fifteen dollars and seventy-four cents. **Vermilion.**

For improvement of harbor at Huron, Ohio, thirty-nine thousand dollars. **Huron.**

For improvement of harbor at Sandusky City, Ohio, thirty-eight thousand five hundred and eighty dollars. **Sandusky.**

For improvement of the harbor at Toledo, Ohio, twenty thousand dollars. **Toledo.**

For improvement of the harbor at Monroe, Michigan, thirty-one thousand and fifteen dollars and twenty-seven cents. **Monroe.**

For improvement of harbor at Aux Becs Scies, Frankfort, Michigan, eighty-eight thousand five hundred and forty-one dollars. **Aux Becs Scies, Frankfort.**

For improvement of harbor at Grand Haven, Michigan, sixty-five thousand dollars. **Grand Haven.**

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Black Lake (Holland Harbor).

For improvement of harbor at Black Lake, Michigan, fifty-five thousand six hundred and fifteen dollars and thirty-one cents.

St. Joseph.

For improvement of harbor at Saint Joseph, Michigan, six thousand dollars.

Saginaw River.

For improvement at the mouth of Saginaw river, Michigan, sixty-seven thousand five hundred dollars.

Chicago.

For improvement of harbor at Chicago, Illinois, eighty-eight thousand seven hundred and four dollars.

Kenosha.

For improvement of harbor at Kenosha, Wisconsin, seventy-five thousand four hundred and sixty-one dollars and forty-one cents.

Racine.

For improvement of harbor at Racine, Wisconsin, twenty-three thousand nine hundred and ten dollars.

Milwaukee.

For improvement of harbor at Milwaukee, Wisconsin, forty-eight thousand two hundred and eighty-three dollars and fifty-one cents.

Sheboygan.

For improvement of harbor at Sheboygan, Wisconsin, forty-seven thousand five hundred and ninety-eight dollars and ninety-one cents.

Manitowoc.

For improvement of harbor at Manitowoc, Wisconsin, fifty-two thousand dollars.

Marcushook.

Title to be examined.

For repairs of government wharves and landings, and improving harbor at Marcus Hook, on Delaware river, Pennsylvania, five thousand dollars: *Provided*, That before expenses shall be incurred on said wharves and landings, it shall be shown to the satisfaction of the Secretary of War that the same belong to the United States.

Green Bay Harbor.

For improvement of the harbor at Green Bay, at the mouth of Fox river, Wisconsin, thirty thousand five hundred dollars.

Michigan City.

Amount to be expended by Michigan City Harbor Co.

Vessels not subject to toll. 1867, c. 144, §2.

For constructing works and improving the entrance into the harbor of Michigan City, Indiana, seventy-five thousand dollars: *Provided*, That it shall be first shown to the satisfaction of the Secretary of War that a sum equal to double the amount aforesaid has been expended by the Michigan City Harbor Company in the construction of a safe and convenient harbor at that place: *And provided*, That the passage of vessels to and from said harbor shall be free and not subject to toll or charge.

Kennebec River.

For improvement of the Kennebec river, in the State of Maine, between Sheppard Point and the city of Augusta, twenty thousand dollars.

Willamette River.

For removal of obstructions to navigation in the Willamette river, between Portland and its mouth, in the State of Oregon, fifteen thousand dollars.

Piers in Saco River.

For continuing the repair of the piers in Saco river, in the State of Maine, forty thousand dollars.

Appropriation applied so as to complete works.

For other purposes than for examinations, etc., by contract.

SEC. 2. *And be it further enacted*, That the money appropriated by this act shall be so applied as to complete, or make the nearest approximation to completing, the work for which each specific appropriation is made; and it shall be the duty of the Secretary of War to apply the sums herein appropriated for other purposes than for examina-

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tions and surveys by contract: *Provided*, That no contract shall be made except after public advertisement for proposals in such form and manner as to secure general notice thereof, and the same shall only be made with the lowest responsible bidder therefor, upon security deemed sufficient in the judgment of the Secretary. And it shall be the duty of the said Secretary, at the earliest practicable time, to report to Congress the result of any survey or resurvey, with the plan adopted and the items of expenditure under said plan; and he shall make report of all action taken under the provisions of this act; and he shall accompany said report with a statement of the amount and date of all former appropriations for each work, and a full estimate for its entire and permanent completion, with the amount that can be profitably expended in the next fiscal year. And he shall also state in what collection district each work is located, and at or near what port of entry, lighthouse, or fort; what amount of revenue was collected at the nearest port of entry for the last fiscal year; and, as far as practicable, what amount of commerce and navigation would be benefited by the completion of each particular work; *Provided*, That he shall continue to make such a report at the commencement of every session of Congress until the works herein provided for shall all be completed.

Contract not to be made until, etc.

Secretary of War to report results of surveys to Congress with plans, etc.

Report to state what.

Vols. 14, p. 421; 26, p. 766. *Post*, pp. 164, 607.

To be continued until works are completed.

SEC. 3. *And be it further enacted*, That whenever the Secretary of War shall invite proposals for any works, or for any material or labor for any works, there shall be separate proposals and separate contracts for each work, and also for each class of material or labor for each work; and he shall report to Congress, at its next session, all the bids with the names of the bidders. All persons not holding commissions in the regular army of the United States who shall be intrusted with the disbursement of the funds appropriated for the works named in this act, shall be required to give bond and ample security for the faithful application of the same; and no such disbursing officer in the army of the United States shall receive any commission or compensation for making such disbursements. And the moneys hereinbefore appropriated shall remain and be at the disposal of the Secretary of War, and subject to his control for the purposes named in this act, until the several works and improvements herein provided for are completed, any law or regulation to the contrary notwithstanding.

Separate proposals and contracts for each work and each class of works, etc.

Disbursing officers, except, etc., to give bond.

United States officers not to receive commissions.

Appropriations to be at disposal of Secretary of War.

SEC. 4. *And be it further enacted*, That the Secretary of War is hereby directed to cause examinations or surveys, or both as aforesaid, to be made at the following points, namely:

At Superior City, Eagle Harbor, Marquette, and Lac la Belle, on Lake Superior, and at Ausable river, in the State of Michigan;

Of the Ohio river between Pittsburg, Pennsylvania, and Buffinton island, West Virginia;

Of Sandusky river, Ohio;

At Chester harbor, Pennsylvania;

At Bridgeport, Connecticut;

Examinations or surveys, or both, to be made at various points, and purposes of examination.

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At Hell Gate, New York;

At the port of Ogdensburg, New York;

At San Francisco, California;

At the "Grand Chain," in the Ohio river;

At the harbor of Baltimore, between Fort McHenry and the mouth of the Patapsco river, in the State of Maryland;

Of the Mississippi river, between Fort Snelling and the Falls of Saint Anthony and the upper or Rock River rapids of the Mississippi river, with a view to ascertain the most feasible means, by economizing the water of the stream, of insuring the passage, at all navigable seasons, of boats drawing four feet of water;

Of the Minnesota river, from its mouth to the Yellow Medicine river, in order to ascertain the practicability and expense, by slack water navigation or otherwise, of securing the continued navigability of said stream during the usual season of navigation;

And for examining and reporting upon the subject of constructing railroad bridges across the Mississippi river, between St. Paul, in Minnesota, and St. Louis, in the State of Missouri, upon such plans of construction as will offer the least impediment to the navigation of the river;

Of Rock river;

The Kennebec river above Gardiner, Maine;

The Penobscot river above Hampden, Maine;

At the Zambro river, Minnesota;

At the Cannon River, Minnesota;

At the harbor and the mouth of the Eighteen-mile creek, at Olcott, New York;

At St. Croix river [a], above the ledge;

From the mouth of Illinois river to La Salle;

Estimates of cost.

Together with such necessary estimates of cost, as hereinbefore provided, as will enable the Secretary of War to determine what improvements and public works shall be necessary at the respective points aforesaid.

And the Secretary of War shall cause a survey to be made at the harbor of Burlington, Vermont, and the harbor of Dunkirk, New York;

At the harbor of Oak Orchard creek, New York;

And at Muskegon, White river, Manistee, South Haven, and New Buffalo, in the State of Michigan;

The Fox and Wisconsin rivers, in the States of Wisconsin;

And the Rock river, in the States of Illinois and Wisconsin, with its connections with Lake Winnebago;

And the upper Columbia river, Oregon.

Approved, June 23, 1866.

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[a] Refers to the river of that name in the State of Maine.

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CHAP. 160.—An Act Granting certain lands to the State of Michigan to aid in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac La Belle, in said State.

July 3, 1866. Vol. 14, p. 80.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, granted to the State of Michigan, for the use and benefit of the "Lac La Belle Harbor Improvement Company," a company organized under and by virtue of the laws of the State of Michigan, for the purpose of aiding in the construction of a ship canal to connect the waters of Lake Superior with the lake known as Lac La Belle, in said State, one hundred thousand acres of the public lands of the United States in the upper peninsula of Michigan, to be selected from the odd-numbered sections of land nearest the location of the said canal, not otherwise reserved or appropriated, nor designated by the United States as "mineral lands" prior to the passage of this act, nor to which the rights of preemption or homestead have attached: *Provided*, That the said canal shall be at least one hundred feet wide at the top, seventy-five feet wide at the bottom, and shall have, when completed, a depth of water through its entire length of at least twelve feet, running from sixteen feet of water in Lake Superior to fourteen feet of water in Lac La Belle: *And provided further*, That said canal shall be and remain a public highway for the use of the government of the United States, free from toll or charge upon the vessels of said government, or upon vessels employed by said government in the transportation of any property or troops of the United States.

Lands granted to Michigan to aid in construction of ship canal between Lake Superior and Lac La Belle.

Amount, and where to be selected.

Size of canal and depth of water.

Canal to be public highway, and be free to United States.

SEC. 2. *And be it further enacted*, That the lands hereby granted shall be subject to the disposal of the legislature of the State of Michigan for the purposes aforesaid and no other; that as soon as the governor of the said State shall file, or cause to be filed, with the Secretary of the Interior, a map or plan showing the location of the said canal, then it shall be the duty of the Secretary of the Interior to withdraw from market the lands applicable and subject to the provisions of this act; and whenever the governor of the State of Michigan shall certify to the Secretary of the Interior that the said ship canal has been completed in a good, substantial, and workmanlike manner, in all respects in conformity with the provisions of this act, and to his satisfaction, then it shall be the duty of the Secretary of the Interior to issue patents to the said State of Michigan for the lands hereby granted.

Lands, how to be disposed of by Michigan.

When to be withdrawn from market.

Patents, when to issue.

SEC. 3. *And be it further enacted*, That if the said ship canal shall not be completed within two years from and after the passage of this act, the lands hereby granted shall revert to the United States.

If canal is not completed in 2 years, lands to revert.

Approved, July 3, 1866.

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July 3, 1866. Vol. 14, p. 81.

CHAP. 161.—An Act Granting lands to the State of Michigan to aid in the construction of a harbor and ship canal at Portage Lake, Keewenaw Point, Lake Superior, in said State.

Lands granted to Michigan for harbor and ship canal at Portage Lake. 1865, c. 102.

Amount.

How to be selected.

To whose use to inure.

Time for completing work extended. 1865, c. 102, § 5; 1869, Res. No. 16; 1871, Res. No. 47; 1872, c. 66; 1873, c. 323.

Mineral lands not granted.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Michigan, to aid in the building of a harbor and ship canal at Portage lake, Keewenaw Point, Lake Superior, in addition to a former grant for that purpose, approved March the third, eighteen hundred and sixty-five, two hundred thousand acres of land in the upper peninsula of the State of Michigan, and from land to which the right of homestead or pre-emption has not attached: *Provided*, That one hundred and fifty thousand acres of said lands shall be selected from alternate odd-numbered sections, and fifty thousand acres from even-numbered sections of the lands of the United States. Said grant of lands shall inure to the use and benefit of the Portage Lake and Lake Superior Ship Canal Company, in accordance with an act of the legislature of the State of Michigan, conferring the land granted to the said State, by the act herein referred to, on said company: *And provided further*, That the time allowed for the completion of said work and the right of reversion to the United States, under the said act of Congress, approved March the third, eighteen hundred and sixty-five, be extended three additional years: *And provided further*, That no lands designated by the United States as "mineral" before the passage of this act shall be included within this grant.

Approved, July 3, 1866.

July 3, 1866. Vol. 14, p. 362.

[No. 62.] A Resolution For the construction of a railroad bridge across the Cuyahoga River, over and upon the Government piers at Cleveland, Ohio.

Swing bridge may be erected upon Government piers across Cuyahoga River at Cleveland, Ohio.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby authorized to permit the Cleveland and Toledo Railroad Company and the Cleveland and Pittsburgh Railroad Company jointly, or either of said companies for their joint use or separate use, to erect a swing bridge over and upon the government piers, for the passage of cars across the Cuyahoga river at the city of Cleveland in the State of Ohio, upon such plan as shall hereafter be approved by the city council of said city of Cleveland and by the board of trade of the same city, subject, however, to such conditions, restrictions, and limitations as said Secretary of War may see fit to impose at any period of time, whether prior or subsequent to the erection of said bridge: *Provided*, [That] this resolution and all acts done under it shall be subject to the future action of Congress.

Approved, July 3, 1866.

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[No. 75.] Joint Resolution In reference to the Dismal Swamp Canal Company.

July 25, 1866. Vol. 14, p. 365.

Preamble.

WHEREAS the United States are interested in the Dismal Swamp Canal, connecting the inland waters of the Chesapeake with the sounds of North Carolina, by holding eight hundred shares of the stock of the Dismal Swamp Canal Company; and whereas the canal should be kept open as a navigable highway without further outlay on the part of the United States: Therefore,

Stock of United States in Dismal Swamp Canal to be sold, and how.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, authorized to sell said stock at auction, or otherwise, in such manner as will best protect the interests of the United States in said canal, and will insure that the same will be kept open as such navigable highway, without further expense to the government: *Provided*, That the instruments and papers effecting such sale, in the manner aforesaid, shall be approved by the Attorney-General before the delivery thereof.

Proviso.

Approved, July 25, 1866.

CHAP. 296.—An Act Making appropriations for sundry civil expenses of the Government for the year ending June thirtieth, eighteen hundred and sixty-seven, and for other purposes.

July 28, 1866. Vol. 14, p. 310.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereafter expressed, for the fiscal year ending the thirtieth June, eighteen hundred and sixty-seven, viz:

Preservation of harbor of Provincetown, Mass.

SEC. 19. *And be it further enacted*, That the sum of eight thousand dollars is hereby appropriated, out of any money in the treasury not otherwise appropriated for the preservation of the harbor of Provincetown, Massachusetts, the same to be expended under the supervision of a commission or board of officers to be appointed by the Secretary of War.

Approved, July 28, 1866.

[No. 8.] A Resolution To provide for the removal of the wreck of the steamship Scotland.

Jan. 29, 1867. Vol. 14, p. 564.

[Repealed, act Mar. 16, 1867, c. 3.]

Secretary of War may contract with lowest bidder for removal of wreck of steamship *Scotland* from entrance to New York Harbor.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to cause the removal of the wreck of the iron steamship Scotland, now on the bar outside of Sandy Hook, near the entrance to the harbor of New York, and the sum of one hundred thousand dollars, or so much thereof as may be necessary to complete said removal, is hereby appropriated, to be paid out of any money in the treasury

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Appropriation. Advertisement.

not otherwise appropriated. The Secretary of War shall, after notice given in one or more newspapers in the cities of Philadelphia, New York, and Boston, receive sealed proposals for the removal of said wreck, and make contract for the same with the lowest bidder therefor. Said contract will in no case exceed in amount the sum herein appropriated.

Contract not to exceed appropriation.

Approved, January 29, 1867.

Mar. 2, 1867. Vol. 14, p. 418.

CHAP. 144.—An Act Making appropriations for the repair, preservation, and completion of certain public works heretofore commenced under the authority of law, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and the same are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction and superintendence of the Secretary of War, for the repair, preservation, and completion of the following works heretofore commenced under the authority of law, and for the other purposes hereinafter named, that is to say:—

Public works appropriation.

For examination and survey of works of improvement for which appropriations have been heretofore made, and concerning which no sufficient information is now in possession of the department, and for examination and survey at other points in the fourth and fifth sections of this act specified, that is to say:

Examinations and surveys.

On the Atlantic coast, thirty thousand dollars;

Atlantic coast.

On the Pacific coast, twenty-five thousand dollars;

Pacific coast.

On the northwestern lakes, seventy-five thousand dollars;

Northwestern lakes.

On the western and northwestern rivers, one hundred and twenty-five thousand dollars.

Western, etc., rivers.

And the Secretary of War, when the public interests require it, shall cause examinations or re-examinations to be made, with suitable surveys, of the works aforesaid and all other works provided for by this act, and shall make such changes or modifications of the plans heretofore adopted for their improvement as shall be necessary and proper. And he shall cause such needful examination of other harbors and places in the fourth and fifth sections of this act specified, upon the sea and lake coasts and on western rivers, to be made as will enable him to determine what improvements thereof are required to render them safe and convenient for the navigation of the naval and commercial vessels of the United States, and the costs of such improvements; and he shall make full report thereof, and of the plans deemed advisable therefor, to Congress on the first Monday of December next, for such action as may be judged expedient and right. And if, upon such examina-

Reexaminations, etc., to be made and plans may be changed.

Other harbors to be examined to determine improvements required and cost.

Report to Congress.

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tion and survey of works first herein named, being works now existing or in process of completion, and concerning which no information is now in the possession of the department, there shall remain an unexpended balance of appropriation, properly applicable thereto, from the sums herein appropriated, which may, in the judgment of the Secretary of War, be judiciously applied towards the economical and needful continuation or completion of such works, the Secretary of War shall direct such balance to be applied and used accordingly; but no moneys shall be used for such purposes, excepting from the balances remaining from appropriations herein made for the specific examination and survey of such works.

Balance of existing appropriations may be applied to continue, etc., such works when, etc.

For extending the pier at Erie harbor, Pennsylvania, and dredging channel through to outer bar, twenty-five thousand dollars.

Erie Harbor.

For improvement at mouth of Conneaut river, Ohio, ten thousand dollars.

Conneaut River.

For improvement of Ashtabula harbor, Ohio, fifty-four thousand dollars.

Ashtabula.

For improvement of works at Grand River harbor, Ohio, sixty thousand dollars.

Grand River (Fairport Harbor).

For improvement of Sandusky river, from Fremont to Lake Erie, in Ohio, twenty thousand dollars.

Sandusky River.

For improvement of Maumee bay, Ohio, twenty thousand dollars.

Maumee Bay (Toledo Harbor).

For improvement of St. Clair flats, in Michigan, one hundred and fifty thousand dollars, to be expended in accordance with the plans and specifications of Colonel T. J. Cram, in his report of December tenth, eighteen hundred and sixty-six.

St. Clair flats.

For improvement at mouth of Saginaw river, Michigan, twenty-eight thousand dollars.

Saginaw River.

For improvement of St. Mary's river, Michigan, fifty thousand dollars.

St. Marys River.

For improving mouth of Au Sable river, Lake Huron, fifty thousand dollars.

Au Sable River.

For improving Marquette harbor, Lake Superior, eighty-five thousand dollars.

Marquette Harbor.

For improving Eagle harbor, Lake Superior, sixty-five thousand dollars.

Eagle Harbor.

For improving harbor at Superior City, Wisconsin, sixty-three thousand dollars.

Superior Harbor.

For improving harbor of Aux Becs Scies, Michigan, ten thousand dollars.

Aux Becs Scies (Frankfort).

For improvement of Grand River harbor, Michigan, forty thousand dollars.

Grand River (Grand Haven Harbor).

For improvement of Black Lake harbor, Michigan, fifty-one thousand dollars.

Black Lake (Holland Harbor).

For improving harbor of St. Joseph, Michigan, twenty-three thousand dollars.

St. Joseph.

For improving harbor at Racine, Wisconsin, forty-five thousand dollars.

Racine.

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Sheboygan. For improving harbor of Sheboygan, Wisconsin, eight thousand dollars.

Manitowoc. For improving harbor of Manitowoc, Wisconsin, forty-five thousand dollars.

Green Bay. For improving harbor of Green Bay, Wisconsin, forty-five thousand dollars.

Manistee. For improving harbor of Manistee, Michigan, sixty thousand dollars.

White River (Lake). For improvement of White River harbor, Michigan, fifty-seven thousand dollars.

Muskegon. For improvement of Muskegon harbor, Lake Michigan, fifty-nine thousand dollars.

South Haven. For improving harbor of South Haven, Michigan, forty-three thousand dollars.

New Buffalo. For improving harbor of New Buffalo, Michigan, sixty thousand dollars.

Dunkirk. For improving harbor of Dunkirk, New York, one hundred thousand dollars.

Buffalo. For improving harbor of Buffalo, New York, one hundred thousand dollars.

Olcott. For improving harbor at Olcott, New York, at mouth of Eighteen-mile creek, sixty thousand dollars.

Oak Orchard. For improvement at harbor of Oak Orchard, New York, eighty-seven thousand dollars.

Great Sodus Bay. For improving harbor of Big Sodus bay, New York, eighty thousand dollars.

Little Sodus Bay. For improving harbor of Little Sodus bay, New York, fifty thousand dollars.

Oswego. For improving harbor at Oswego, New York, sixty thousand dollars.

Plattsburg. For improving harbor of Plattsburg, New York, twenty-six thousand dollars.

Kennebec River. For completing the improvement of the navigation of the Kennebec river, Maine, between Shepard's Point and Augusta, thirty thousand dollars.

Ogdensburg. For improving harbor of Ogdensburg, New York, forty thousand dollars.

Burlington. For improving the harbor at Burlington, Vermont, eighty thousand dollars.

Thames River. For improvement of Thames river, Connecticut, thirty-six thousand dollars.

St. Croix River. For the purpose of improving the navigation of the St. Croix river, Maine, above the ledge, fifteen thousand dollars: *Provided*, The province of New Brunswick shall contribute and pay to the proper disbursing officer a like sum for said purpose, said payment being made on condition that in no event shall the province of New Brunswick be called upon for more than half the sum actually expended for said purpose.

Province of New Brunswick to pay like sum, etc.

Hudson River. For improvement of Hudson river, New York, from Troy to Baltimore, three hundred and five thousand one hundred and eighty-eight dollars.

Marcushook. For improving harbor of Marcus Hook, Pennsylvania, ninety-four thousand dollars.

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For improvement of Chester harbor, Pennsylvania, eleven thousand dollars. Chester Harbor.

For improvement of Delaware breakwater, Delaware bay, one hundred and nine thousand four hundred and ninety-three dollars and seventy cents. Delaware Breakwater.

For improvement of Patapsco river, Maryland, seventy-five thousand dollars. Patapsco River.

For improvement of mouth of Mississippi river, two hundred thousand dollars. Mouth of Mississippi River. Res. No. 21, Mar. 29, 1867.

For improvements of Ohio river, one hundred thousand dollars. Ohio River.

For improvement of Saco river, Maine, forty thousand dollars. Saco River.

For preservation and improvement of Boston Harbor, Massachusetts, three hundred and seventy-five thousand dollars. Boston Harbor.

For improving navigation on the Mississippi river at Des Moines or Lower rapids, according to such plan as the Secretary of War shall on the report of a board of engineers approve, five hundred thousand dollars: *Provided, however*, That any canal that may be constructed around said Des Moines or Lower rapids of the Mississippi river shall be and forever remain free to the navigation and commerce of said river; and no tolls shall ever be collected thereon. Improving navigation of Mississippi River at Des Moines. Canal to be free of tolls.

For improving navigation of Mississippi river at Rock Island rapids, two hundred thousand dollars. Rock Island Rapids.

For improving harbor of Ontonagon, Michigan, ninety-seven thousand six hundred dollars. Ontonagon Harbor.

For building and operating two dredges and snag-boats, to be used on the Mississippi river between Fort Snelling and Rock Island rapids, ninety-six thousand dollars. Dredges and snag boats on Mississippi River.

For building and operating one dredge or snag-boat on the Wisconsin river, forty thousand dollars. Wisconsin River.

For improving harbor of Pentwater, Lake Michigan, fifty-five thousand dollars. Harbor of Pentwater.

For improving harbor of Pere Marquette, Lake Michigan, fifty thousand dollars. Pere Marquette (Ludington Harbor).

To improve the navigation of the Willamette river, Oregon, below the city of Portland, thirty thousand dollars. Willamette River.

For removing snags and boulders throughout the Minnesota river, thirty-seven thousand five hundred dollars. Snags, etc., in Minnesota River.

For improvement of Providence river, Rhode Island, off Pawtuxet bar, and at the Crook, twenty-five thousand dollars. Providence River.

For improvement of the Pawtucket river, Rhode Island, seventeen thousand dollars. Pawtucket River.

SEC. 2. *And be it further enacted*, That the appropriation of seventy-five thousand dollars for constructing works, and improving the entrance into the harbor of Michigan City, Indiana, made in and by the act approved June twenty-third, eighteen hundred and sixty-six, shall be Former appropriation for harbor at Michigan City, how to be expended. 1866, c. 138.

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expended for the purposes aforesaid, upon the terms and in the manner hereinafter provided for other appropriations under this act: *Provided*, That it shall be first shown to the satisfaction of the Secretary of War that the sum of one hundred thousand dollars has been expended by the Michigan City Harbor Company in the construction of a safe and convenient harbor at that place: *And provided*, That the passage of vessels to and from said harbor shall be free, and not subject to toll or charge, and the money appropriated by this act shall be so applied as to complete or make the nearest approximation to completing the work for which each specific appropriation is made; and it shall be the duty of the Secretary of War to apply the sums herein appropriated for other purposes than for examinations and surveys by contract: *Provided, however*, That when, from the nature of the work to be done, the same cannot, in the judgment of the Secretary, be made the subject of contract, the necessary expenditure may be otherwise ordered: *Provided*, That no contract shall be made except after public advertisement for proposals, in such form and manner as to secure general notice thereof, and the same shall only be made with the lowest responsible bidder therefor, upon security deemed sufficient in the judgment of the Secretary. And it shall be the duty of the said Secretary, at the earliest practicable time, to report to Congress the result of any survey or resurvey, with the plan adopted and the items of expenditure under said plan; and he shall make report of all action taken under the provisions of this act, and he shall accompany said report with a statement of the amount and date of all former appropriations for each work, and a full estimate for its entire and permanent completion, with the amount that can be profitably expended in the next fiscal year; and he shall also state in what collection district each work is located, and at or near what port of entry, lighthouse, or port, what amount of revenue was collected at the nearest port of entry for the last fiscal year, and, as far as practicable, what amount of commerce and navigation would be benefited by the completion of each particular work: *Provided*, That he shall continue to make such a report the first Monday of December, annually, until the works herein provided for shall be completed.

Double amount must have been expended by Michigan City Harbor Co.

Vessels not subject to toll.

Appropriations so applied as to complete works.

For other purposes than for examinations, etc., by contract.

How to be expended when work can not be subject of contract.

Contracts not to be made until, etc.

Secretary of War to report results of surveys to Congress with plans, etc.

Report to state what.

Vols. 14, p. 73; 26, p. 766. *Ante*, p. 155; *post*, p. 607.

Continued until works are completed.

SEC. 3. *And be it further enacted*, That whenever the Secretary of War shall invite proposals for any works, or for any material or labor for any works, there shall be separate proposals and separate contracts for each work, and also for each class of material or labor for each work, and he shall report to Congress, on the first Monday of December next, all the bids with the names of the bidders. All persons not holding commissions in the regular army of the United States, who shall be intrusted with the disbursement of the funds appropriated for the works named in this act, shall be required to give bond and ample security for the faith-

Separate proposals and contracts for each work and each class of works, etc.

Disbursing officers, except, etc., to give bonds.

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ful application of the same, and no such disbursing officer in the army of the United States shall receive any commission or compensation for making such disbursements. And the moneys hereinbefore appropriated shall remain and be at the disposal of the Secretary of War, and subject to his control for the purposes named in this act, until the several works and improvements herein provided for are completed, any law or regulation to the contrary notwithstanding.

United States officers not to receive commissions for disbursements.

Appropriations to be at disposal of Secretary of War.

SEC. 4. *And be it further enacted*, That the Secretary of War is hereby directed to cause examinations or surveys, or both, as aforesaid, to be made at the following points, namely:

Examinations or surveys, or both, to be made at various points, and purpose of examinations.

At the harbor of San Francisco, California, with a view to the removal of "Blossom Rock," if the same should be found necessary and essential to commerce;

At Crescent city harbor, California;

At Duxbury beach, Massachusetts;

At mouth of Menomonee river, Green Bay;

At Saugatuck harbor, mouth of Kal[a]mazoo river, in Michigan;

At Port Clinton, in Ohio;

At Pultneyville, Lake Ontario, New York;

And of the Tennessee river, from Chattanooga to its mouth;

At Reedy Island and Liston (tree) Point, in the Delaware river and bay;

At Richmond's Island, Cape Elizabeth, the Union river and the Gut[a] opposite the city of Bath, Maine;

The Connecticut river, between Hartford and its mouth;

At Block Island, in the State of Rhode Island, the reefs in Lake Michigan, near the harbor of Racine, in Wisconsin, with a view to a lighthouse and breakwater thereon;

And the Potomac river, in the District of Columbia.

SEC. 5. *And be it further enacted*, That the Secretary of War is hereby directed to cause a continuance of examinations or surveys, or both, at the following points, namely:

Continued at certain other points.

Of the Mississippi river, above the falls of Saint Anthony and between the Falls of Saint Anthony and Rock Island rapids;

Of the Wisconsin river,

And to continue the survey of the Illinois river, in accordance with the recommendation of General J. H. Wilson, in his report of January twelve, eighteen hundred and sixty-seven.

And he is also directed to cause plans and estimates to be made of the most practicable and effective mode of improving the harbor at Galveston, Texas, and of erecting suitable breakwater at that point.

Approved, March 2, 1867.

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[a] The Gut is a part of the Sasanoa (or Back) River.

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Mar. 2, 1867. Vol. 14, p. 468.

CHAP. 168.—An Act Making appropriations and to supply deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and sixty-seven, and for other purposes.

Deficiency appropriations for year ending June 30, 1867.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and sixty-seven, namely:—

* * * * *

Westport Harbor.

Miscellaneous.—For deepening and improving Westport harbor, Connecticut, twenty-five hundred dollars.

Thames River.

For dredging and maintaining the channel of the river Thames near Norwich, in the State of Connecticut, to complete the work, thirty-six thousand dollars.

* * * * *

Approved, March 2, 1867.

Mar. 12, 1867. Vol. 15, p. 20.

[No. 2.] A Resolution Extending the time for the completion of the improvement of the Fox and Wisconsin rivers.

Time for completion of improvement of Fox and Wisconsin rivers extended. 1846, c. 170, § 3; v. 9, p. 83.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time provided for the completion of the improvement of the Fox and Wisconsin rivers, and a canal connecting the same, by section three of an act of Congress, approved August eighth, eighteen hundred and forty-six, entitled, "An act to grant a certain quantity of land to aid in the improvement of the Fox and Wisconsin rivers, and to connect the same by a canal in the Territory of Wisconsin," be, and the same hereby is, extended for the term of five years from and after the approval of this resolution, with all the rights and privileges conferred by said act.

Approved, March 12, 1867.

Mar. 16, 1867. Vol. 15, p. 1.

CHAP. 3.—An Act To repeal a joint resolution entitled "A resolution to provide for the removal of the wreck of the steamship "Scotland," approved January twenty-ninth, eighteen hundred and sixty-seven.

Resolution for removal of wreck of steamship *Scotland* from entrance to New York Harbor repealed. 1867, Res. No. 8. Res. No. 16, Mar. 2, 1868.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the joint resolution entitled "A resolution to provide for the removal of the wreck of the steamship Scotland," approved January twenty-ninth, eighteen hundred and sixty-seven, be, and the same is hereby, repealed.

Approved, March 16, 1867.

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[No. 9.] A Resolution Providing for the necessary surveys for a ship canal between Lake Erie and Lake Ontario, for military, naval, and commercial purposes.

Mar. 22, 1867. Vol. 15, p. 21.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to cause surveys, with plans and estimates of cost, to be made by an officer of engineers for a ship canal to connect lakes Erie and Ontario, or the navigable waters thereof, of suitable location and dimensions for military, naval, and commercial purposes, and that the expenses of the same be defrayed from the sums appropriated in the acts of June twenty-three, eighteen hundred and sixty-six, and March two, eighteen hundred and sixty-seven, for examinations and surveys relating to the improvement of harbors and rivers on the northwestern lakes.

Surveys, plans, and estimates to be made for ship canal to connect lakes Erie and Ontario.

1866, c. 138; 1867, c. 144.

Approved, March 22, 1867.

[No. 20.] Joint Resolution Providing for the necessary surveys for a ship canal around the Falls of the Ohio River, for military, naval, and commercial purposes.

Mar. 29, 1867. Vol. 15, p. 25.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to cause surveys, with plans and estimates of cost, to be made by an officer of engineers, for a ship canal around the falls of the Ohio river on the Indiana side thereof, of suitable location and dimensions for military, naval, and commercial purposes; and also to cause said officer to estimate the expense of completing the Louisville and Portland canal, on the Kentucky side of said falls, according to the plan on which the said canal company is now progressing with said work, and that the expenses of both be defrayed from the sums appropriated in the acts of June twenty-three, eighteen hundred and sixty-six, and March two, eighteen hundred and sixty-seven, for examination and surveys relating to the improvement of harbors and rivers on the northwestern lakes.

Surveys, plans, and estimates to be made for ship canal around Falls of the Ohio River.

Expense of completing Louisville and Portland Canal to be estimated.

1866, c. 138; 1867, c. 144.

Approved, March 29, 1867.

[No. 21.] Joint Resolution To authorize the Secretary of War to build dredge boats for use at the mouth of the Mississippi River.

Mar. 29, 1867. Vol. 15, p. 25.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized, on the recommendation of the engineer department, to build and operate two dredge boats for the purpose of deepening and keeping open the channel of one or more of the passes at the mouth of the Mississippi, and to expend for that purpose so much as may be necessary of the

Secretary of War to build and operate two dredge boats, to keep open channel of one or more of passes at mouth of Mississippi River.

1867, c. 144.

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appropriation for the improvement of the mouth of the Mississippi river, provided for in the "Act making appropriations for the repair, preservation, and completion of certain public works heretofore commenced under the authority of law, and for other purposes," approved March second, eighteen hundred and sixty-seven.

Approved, March 29, 1867.

Mar. 29, 1867. Vol. 15, p. 28.

[No. 27.] A Resolution In relation to the execution of surveys of rivers ordered by Congress.

Chief of Engineers may employ not exceeding 5 civil engineers to make surveys, etc., of western and northwestern rivers.

Compensation.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the chief of engineers may, with the approval of the Secretary of War, employ such civil engineers, not exceeding five in number, for the purpose of executing the surveys and improvements of western and northwestern rivers, ordered by Congress, as may be necessary to the proper and diligent prosecution of the same, and the persons so employed may be allowed a reasonable compensation for their services, not to exceed the sum of three thousand dollars per annum.

Approved, March 29, 1867.

Jan. 11, 1868. Vol. 15, p. 246.

[No. 4.] Joint Resolution In relation to the sale of stocks in the Dismal Swamp Canal Company.

Sale of stock owned by United States in Dismal Swamp Canal Co. adjourned.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be directed to adjourn the sale of eight hundred shares of the stock owned by the United States in the Dismal Swamp Canal Company from the second day of January, eighteen hundred and sixty-eight, (to which day said sale now stands adjourned,) until Saturday, the eighth day of February, eighteen hundred and sixty-eight, at eleven o'clock, A. M.

Approved, January 11, 1868.

Mar. 2, 1868. Vol. 15, p. 249.

[No. 16.] A Resolution Authorizing the Lighthouse Board to place warnings over obstructions at the entrance of harbors, or in the fairway of bays and sounds, and for other purposes.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

Commission to examine wreck of steamship *Scotland.* 1867, c. 3. Act July 25, 1868, c. 233.

SEC. 2. *And be it further resolved,* That the Secretary of War is hereby directed to appoint a board of competent engineers, to consist of not less than three persons, to examine the condition of the wreck of the steamer Scotland, now in the waters of the harbor of the city of New

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York, and ascertain whether the same is dangerous to navigation, and to report thereon at as early a day as practicable, with a particular estimate of the cost of the removal of said wreck.

Approved, March 2, 1868.

[No. 31.] Joint Resolution In relation to the breakwater at Portland, Maine.

June 5, 1868. Vol. 15, p. 252.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the unexpended balance of the appropriation for the breakwater in Portland harbor, Maine, as the chief engineer shall deem proper, may be expended under his direction in excavating the "middle ground" near said breakwater, and in otherwise protecting the channel from injury by filling and improving the same.

Appropriation for breakwater at Portland, Me., how expended.

Approved, June 5, 1868.

CHAP. 184.—An Act To aid the improvement of the Des Moines and Rock Island Rapids, in the Mississippi River.

July 20, 1868. Vol. 15, p. 124.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever in the prosecution of the improvements of the Mississippi River, at either the Des Moines or Rock Island rapids therein, it becomes necessary or proper to take possession of the right of way over any lands, or to use any earth, quarries, or other material lying adjacent or near to either of said works, and needful for its prosecution, the officer in charge of said work, or his assistant, may, in the name of the United States, take possession of and use the same, after having first paid, or secured to be paid, the value thereof, which may have been ascertained in the mode provided by the laws of the State wherein such property or material lie[s], for adjudging the value of private property which may be needed for any public improvement: *Provided, however*, That when the owner of such property or material shall fix a price for the same, which, in the opinion of the said officer in charge, shall be reasonable, he may take the same at such price without further delay.

Right of way, materials, etc., may be taken in making improvements at Des Moines or Rock Island Rapids.

Value to be first paid or secured.

Proviso.

SEC. 2. *And be it further enacted*, That a portion of the appropriations made or to be made for the prosecution of the improvements aforesaid, not exceeding fifty thousand dollars in amount, may be applied in payment of the property or material taken and used as aforesaid.

Part of appropriation may be applied, etc.

Approved, July 20, 1868.

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July 23, 1868. Vol. 15, p. 169.

CHAP. 228.—An Act Making a grant of land to the State of Minnesota, to aid in the improvement of the navigation of the Mississippi River.

Land grant to Minnesota to build lock and dam to aid navigation of Mississippi River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, granted to the State of Minnesota, for the purpose of aiding said State in constructing and completing a lock and dam at Meeker's Island, (so called,) in the Mississippi River, in said State, and thereby facilitating the navigation of the Mississippi River between the falls of St. Anthony and the mouth of the Minnesota River, two hundred thousand acres of public lands, to be selected in alternate odd-numbered sections by an agent to be appointed by the governor of said State, subject to the approval of the Secretary of the Interior: *Provided*, That said lands shall be selected from the public lands lying within the limits of the said State of Minnesota, and that not more than one section thereof shall be selected in any one township: *Provided further*, That said selections shall not be made from any lands containing mines of gold, silver, cinabar, or copper, nor from any lands to which rights of pre-emption or homestead have attached.

1873, c. 233.

Land, how to be selected.

Not to be from certain lands.

How to be disposed of.

SEC. 2. *And be it further enacted*, That said lands so granted shall be subject to the disposal of the legislature of said State for the purposes mentioned in the first section of this act, and no other; and the said lock and dam shall be and remain forever a public highway, free from any toll or charge of any kind whatever; and the said legislature shall have power to pass all needful rules and regulations that may be necessary to fully carry out the purposes of this act.

Lock and dam to be public highway.

Work, how to be performed.

SEC. 3. *And be it further enacted*, That the work shall be done under the direction of the engineer department of the United States, according to the plan and estimate submitted by Major-General Warren, and that if said lock and dam are not constructed within two years from and after the date of the acceptance and disposition of this grant by the legislature of the said State, the lands hereby granted shall revert to the United States.

Lands to revert to United States if, etc.

Lands, when to be open to actual settlers, and on what terms.

SEC. 4. *And be it further enacted*, That at any time after the selection of the said lands, and subsequent to the completion of said lock and dam, the lands hereby granted shall be open for settlement by actual settlers upon paying to the State of Minnesota a price not exceeding one dollar and twenty-five cents per acre for the same, which shall be paid by the State to the company who may construct said lock and dam.

If sufficient appropriation is made to complete the dam, lands to revert.

SEC. 5. *And be it further enacted*, That if at any time prior to the completion of the said lock and dam the government of the United States shall make an appropriation in money sufficient to construct said lock and dam, then the grant of lands herein made shall revert to the United

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States: *Provided*, That this act shall have no effect on lands already granted for railroad purposes. *Proviso.*

Approved, July 23, 1868.

CHAP. 233.—An Act Making appropriations and to supply deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, and for other purposes. July 25, 1868. Vol. 15, p. 171.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, viz.—

* * * * *

War Department.— * * *

For the repair, preservation, extension, and completion of certain public works on rivers and harbors, to be expended under the direction of the Secretary of War, one million five hundred thousand dollars: *Provided*, That said expenditures shall not be applied to any works not mentioned in the bill [a] "making appropriations for repairs, preservation, and completion of certain public works, and for other purposes," which passed the House of Representatives June thirtieth, eighteen hundred and sixty-eight. Repair, etc., of public works on rivers and harbors. *Proviso.*

One hundred thousand dollars, or so much thereof as may be necessary, to be expended under the direction of the Secretary of War in the removal of the wreck of the iron steamship "Scotland," now on the bar outside of Sandy Hook, near the entrance to the harbor of New York: *Provided*, That the Secretary of War shall, after notice given in one or more newspapers in the cities of Philadelphia, New York, and Boston, receive sealed proposals for the removal of said wreck, and make contract for the same with the lowest bidder therefor. Said contract will in no case exceed in amount the sum herein appropriated. Removal of iron steamship *Scotland*, in New York Harbor. Res. No. 16, Mar. 2, 1868. Proposals therefor to be advertised for.

For the removal of a sunken rock in the channel of the harbor at the port of New York, fifteen hundred and thirty dollars. Removal of sunken rock in channel of New York Harbor.

* * * * *

Approved, July 25, 1868.

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[a] The bill is printed immediately following this act. For statement showing allotment of funds under the appropriation see page 175.

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HOUSE BILL REFERRED TO IN THE FOREGOING ACT, APPROVED JULY 25, 1868.

40TH CONGRESS, 2d SESSION. H. R. 1046.

IN THE SENATE OF THE UNITED STATES.

JULY 1, 1868.

Read twice and referred to the Committee on Commerce.

AN ACT

Making appropriations for the repair, preservation, and completion of certain public works, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended under the direction and superintendence of the Secretary of War, for the repair, preservation, and completion of the following works heretofore commenced under the authority of law, and for the other purposes hereinafter named—that is to say:

For improvement of Superior City harbor, in the State of Wisconsin, thirty thousand dollars.

For improvement of Wisconsin river, forty thousand dollars.

For improvement of Ontonagon harbor, Lake Superior, twenty thousand dollars.

For improvement of Eagle harbor, Lake Superior, twenty thousand dollars.

For improvement of Marquette harbor, Lake Superior, twenty thousand dollars.

For improvement of Green Bay harbor, Wisconsin, thirty-five thousand dollars.

For improvement of Chippewa river, five thousand dollars.

For improvement of Monitowoc harbor, Wisconsin, thirty-five thousand dollars.

For improvement of Saint Croix river, five thousand dollars.

For improvement of Sheboygan harbor, Wisconsin, twenty thousand dollars.

For improvement of Milwaukee harbor, Wisconsin, twenty-five thousand dollars.

For improvement of Racine harbor, Wisconsin, twenty thousand dollars.

For improvement of Kenosha harbor, Wisconsin, twenty thousand dollars.

For improvement of harbor of Chicago, Illinois, forty-eight thousand dollars.

For improvement of Michigan City harbor, Indiana, thirty-five thousand dollars.

For improvement of harbor of Saint Joseph, Michigan, twenty thousand dollars.

For improvement of South Haven harbor, Michigan, twenty thousand dollars.

For improvement of Grand Haven harbor, Michigan, twenty thousand dollars.

For improvement of Muskegon harbor, Michigan, ten thousand dollars.

For improvement of White River harbor, Michigan, seventy-five thousand dollars.

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For improvement of Pentwater harbor, Michigan, twenty-five thousand dollars.

For improvement of Pere Marquette harbor, Michigan, twenty thousand dollars.

For improvement of Manistee harbor, Michigan, twenty-five thousand dollars.

For improvement of harbor at Aux Becs Scies, Michigan, ten thousand dollars.

For improvement of Saugatuck harbor, Michigan, thirty thousand dollars.

For improvement of the Saint Mary's river, Michigan, twenty thousand dollars.

For improvement of Au Sable river, Lake Huron, Michigan, twenty thousand dollars.

For improvement of Saint Clair Flats, Lake Saint Clair, two hundred thousand dollars.

For improvement of Sandusky river, Ohio, fifteen thousand dollars.

For improvement of Harbor at Cleveland, Ohio, twenty thousand dollars.

For improvement of Conneaut harbor, Ohio, eleven thousand dollars.

For improvement of Erie harbor, Pennsylvania, fifty thousand dollars.

For improvement of harbor at Dunkirk, New York, twenty-five thousand dollars.

For improvement of harbor at Buffalo, New York, fifty thousand dollars.

For improvement of Olcott harbor, New York, twenty thousand dollars.

For improvement of harbor at Charlotte, New York, ten thousand dollars.

For improvement of harbor at Little Sodus, New York, ten thousand dollars.

For improvement of Oswego harbor, New York, sixty thousand dollars.

For improvement of the harbor at Wilson, Niagara county, New York, ten thousand dollars.

For improvement of Plattsburg harbor, New York, ten thousand dollars.

For improvement of harbor at Whitehall, New York, ten thousand dollars.

To improve the Tennessee river from its mouth to Florence, Alabama, fifteen thousand dollars.

To improve the river from Chattanooga, Tennessee, to Decatur, Alabama, ninety thousand dollars.

For improvement of harbor at Burlington, Vermont, forty thousand dollars.

For improvement of the Upper Mississippi river, and removing snags and dredging, sixty thousand dollars.

For construction of dam and lock at Little Falls, Minnesota river, thirty thousand dollars.

For improvement of the Des Moines rapids, nine hundred thousand dollars.

For improvement of the Rock Island rapids, two hundred thousand dollars.

For the improvement of the mouth of the Mississippi river, one hundred thousand dollars.

For improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred and eighty-five thousand dollars.

For improvement of the Upper Missouri river, sixty thousand dollars.

For improvement of the Illinois river, from its mouth toward La Salle, one hundred thousand dollars.

For improvement of the Ohio river, two hundred and fifty thousand dollars, of which a sum not exceeding eighteen thousand dollars may be applied under the direction of the Secretary of War, in experimenting upon and testing the value of shifting sluices and their applicability to said improvement.

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For improvement of the Patapsco river, below Fort McHenry, thirty thousand dollars.

For improvement of the Susquehanna river, ten thousand dollars.

For improvement of the Hudson river, New York, one hundred thousand dollars.

For removing obstructions in East river, including Hell Gate, three hundred thousand dollars.

For improvement of Westport harbor, Connecticut, ten thousand dollars.

For improvement of Connecticut river, Connecticut, twenty thousand dollars.

For removal of Middle Rock, New Haven, Connecticut, fifteen thousand dollars.

For improvement of Pawtucket harbor, eight thousand dollars.

For improvement of Plymouth harbor, Massachusetts, fifteen thousand dollars.

For construction and preservation of sea-walls at Great Brewster island, ten thousand dollars.

For building walls and improvements at Deer and Lovell's islands, in Boston harbor, ten thousand dollars.

For preservation and improvement of Boston harbor, one hundred thousand dollars.

For improvement of Taunton river, Massachusetts, thirteen thousand dollars.

For completion of the breakwater connecting Richmond island and Cape Elizabeth, Maine, twenty thousand dollars.

For improvement of Saco river, Maine, twenty thousand dollars.

For improvement of Kennebec river, Maine, three thousand dollars.

For improvement of Penobscot river, Maine, thirty thousand dollars.

For improvement of navigation at the "Gut," opposite Bath, Maine, sixteen thousand five hundred dollars.

For improvement of Union river, Maine, twenty thousand dollars.

For construction of breakwater at Block Island, Rhode Island, seventy-four thousand dollars.

For improvement of Willamette river, Oregon, twenty-five thousand dollars.

For removal of Blossom Rock, in the harbor of San Francisco, sixty thousand dollars.

For survey of Northwestern lakes, seventy-five thousand dollars.

For examination and surveys on western and northwestern rivers, one hundred and twenty-five thousand dollars.

For examination and surveys on the Atlantic coast, thirty thousand dollars.

For examination and surveys on the Pacific coast, twenty-five thousand dollars.

For purchase and repair of instruments, five thousand dollars.

* * * * *

SEC. 3. *And be it further enacted*, That the sum of four hundred and fifty thousand dollars is hereby appropriated toward completing the Louisville and Portland canal, in accordance with the plans and estimates made in the report of General Godfrey Weitzel, * * *

* * * * *

Passed the House of Representatives June 30, 1868.

Attest:

EDWARD MCPHERSON, *Clerk.*

By CLINTON LLOYD, *Chief Clerk.*

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Statement showing the works of river and harbor improvement to which the appropriation of $1,500,000 made by the foregoing act, approved July 25, 1868, was distributed, and the amount allotted to each work.

Arkansas River	$20,000
Baltimore Harbor (Patapsco River), Maryland	17,000
Blossom Rock, San Francisco Harbor, California	50,000
Boston Harbor, Massachusetts	43,000
Charlotte Harbor (Genesee River), New York	1,100
Chicago Harbor, Illinois	35,000
Cleveland Harbor, Ohio	17,000
Des Moines Rapids, Mississippi River	300,000
East River, New York, removal of obstructions	85,000
Erie Harbor, Pennsylvania	40,000
Falls of the Ohio River	85,000
Frankfort (Aux Becs Scies) Harbor, Michigan	10,000
Green Bay Harbor (Fox River), Wisconsin	17,500
Hudson River, New York	85,000
Manitowoc Harbor, Wisconsin	17,500
Michigan City Harbor, Indiana	25,000
Mississippi River	40,000
Missouri River	25,000
Mouth of the Mississippi River	50,000
Ohio River	85,000
Oswego Harbor, New York	20,000
Rock Island Rapids, Mississippi River	156,000
Saco River, Maine	20,000
Saginaw River, Michigan	9,000
St. Clair Flats Canal, Michigan	86,000
Saugatuck Harbor, Michigan	23,900
Susquehanna River, below Havre de Grace, Md	5,000
Tennessee River from its mouth to Florence, and from Chattanooga to Decatur, Alabama	85,000
Upper Mississippi River, snag boats and dredge boats	26,000
Willamette River below Portland, Oreg	21,000
Total	1,500,000

[No. 76.] Joint Resolution In relation to surveys and examinations of rivers and harbors.

July 27, 1868.
Vol. 15, p. 262.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War shall cause to be prepared and submitted to Congress, in connection with the reports of examinations and surveys of rivers and harbors hereafter made by order of Congress, full statements of all existing facts tending to show to what extent the general commerce of the country will be promoted by the several works of improvements contemplated by such examinations and surveys, to the end that public moneys shall not be applied excepting where such improvements shall tend to subserve the general commercial and navigation interests of the United States.

Secretary of War to state to Congress certain facts, with reports of examinations, etc., of rivers, etc.

Approved, July 27, 1868.

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July 27, 1868. Vol. 15, p. 263.

[No. 80.] Joint Resolution Giving the assent of the United States to the construction of certain wharves in the harbor of Oswego, New York.

Preamble.

WHEREAS the common council of the city of Oswego, in the State of New York, by resolutions unanimously adopted April seventh, eighteen hundred and sixty-eight, and May twelfth, eighteen hundred and sixty-eight, in pursuance of the authority granted them by the legislature of New York in the charter of said city, have given permission to the owners of lots eleven and twelve, also of lots thirteen, fourteen, eighty-one, and eighty-two, and of lots fifteen, sixteen, seventeen, and eighteen, in fortification block number two, in the first ward of said city, to construct wharves in front of said lots, seventy feet in width, and extending northerly so that the north end of said wharves may be on a line with the north line of the Ontario elevator pier, but not less than two hundred and fifty feet distant from the nearest point of the United States pier, which wharves will extend into the navigable waters of said harbor: Therefore,

Assent by Congress to owners of lots in Oswego, N. Y., to construct wharves.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of the United States be, and the same is hereby, given, so far as Congress has power to give the same, to the owners of the lots above mentioned, to construct said wharves in accordance with the terms of said resolutions, subject, however, to the approval of the engineer department of the army.

Approved, July 27, 1868.

Apr. 10, 1869. Vol. 16, p. 44.

CHAP. 19.—An Act Making an appropriation for the improvement of rivers and harbors for the fiscal year ending June thirtieth, eighteen hundred and sixty-nine, and the year ending June thirtieth, eighteen hundred and seventy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of two million dollars [a] is hereby appropriated for the fiscal year ending June thirty, eighteen hundred and sixty-nine, and the year ending June thirty, eighteen hundred and seventy, to be expended for the repair, extension, preservation, and completion of works for the improvement of rivers and harbors under the direction of the Secretary of War: *Provided*, That the Secretary of War is hereby authorized to cause such expenditures to be made so as best to subserve the interests of commerce; and he is required to report to Congress, at the opening of its December session, all expenditures made under the provisions of this act up to that time in detail.

Appropriation for repair, preservation, etc., of works for rivers and harbors.

How to be expended.

Report to Congress at December session.

Approved, April 10, 1869.

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[a] For statement showing allotment of funds under this appropriation see page 177.

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Statement showing the works of river and harbor improvement to which the appropriation of $2,000,000 made by the foregoing act, approved April 10, 1869, was distributed, and the amount allotted to each work.

Au Sable Harbor, Michigan	$2,970.00
Baltimore Harbor (Patapsco River), Maryland	26,730.00
Blossom rock, San Francisco Harbor, California	29,927.27
Boston Harbor, Massachusetts	82,170.00
Buffalo Harbor, New York	89,100.00
Charlotte Harbor (Genesee River), New York	1,000.00
Chicago Harbor, Illinois	29,700.00
Cleveland Harbor, Ohio	13,380.00
Conneaut Harbor, Ohio	8,910.00
Des Moines Rapids, Mississippi River	178,200.00
Dunkirk Harbor, New York	2,000.00
East River, New York	178,200.00
Erie Harbor, Pennsylvania	22,275.00
Falls of the Ohio River	178,200.00
Frankfort (Aux Becs Scies) Harbor, Michigan	29,318.85
Grand Haven Harbor, Michigan	1,866.15
Great Brewster Island, Boston Harbor, Massachusetts	24,750.00
Green Bay Harbor, Wisconsin	44,550.00
Hudson River, New York	80,100.00
Illinois River, Illinois	84,150.00
Kennebec River, Maine	14,850.00
Kenosha Harbor, Wisconsin	5,346.00
Little Sodus Bay, New York	1,500.00
Manitowoc Harbor, Wisconsin	17,820.00
Marquette Harbor, Michigan	26,730.00
Maumee Bay (Toledo Harbor), Ohio	29,700.00
Michigan City Harbor, Indiana	31,185.00
Milwaukee Harbor, Wisconsin	35,640.00
Mouth of the Mississippi River	85,181.00
Oswego Harbor, New York	22,275.00
Pentwater Harbor, Michigan	17,820.00
Pere Marquette (Ludington) Harbor, Michigan	31,185.00
Provincetown Harbor, Massachusetts	8,910.00
Racine Harbor, Wisconsin	22,275.00
Rock Island Rapids, Mississippi River	133,650.00
Saco River, Maine	22,275.00
St. Clair Flats Canal, Michigan	142,560.00
St. Marys River, Michigan	10,692.00
Saugatuck Harbor, Michigan	6,039.00
Sheboygan Harbor, Wisconsin	14,850.00
Superior Harbor, Wisconsin	44,550.00
Susquehanna River below Havre de Grace, Maryland	990.00
Tennessee River above Chattanooga, Tennessee	35,000.00
Tennessee River below Chattanooga, Tennessee	5,095.00
Upper Mississippi River, snag boats and dredge boats	35,640.00
White Lake Harbor, Michigan	44,550.00
Willamette River below Portland, Oregon	13,365.00
Balance	[a] 23,829.73
Total	2,000,000.00

[a] It is not known to what works the expenditure of this balance was applied.

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Apr. 10, 1869. Vol. 16, p. 55.

[No. 16.] A Resolution Extending the time for the completion of the Portage Lake and Lake Superior Ship Canal.

Time for completing Portage Lake and Lake Superior Ship-Canal extended. 1865, c. 102; 1866, c. 161; 1871, Res. No. 47; 1872, c. 66; 1873, c. 323.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the Portage Lake and Lake Superior ship canal be, and the same is hereby, extended to the third day of March, eighteen hundred and seventy-one.

Approved, April 10, 1869.

Dec. 23, 1869. Vol. 16, p. 61.

CHAP. 5.—An Act Making a temporary appropriation for the prosecution of the work upon the improvement of the Des Moines Rapids in the Mississippi River.

Appropriation for improvement of Des Moines Rapids.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction and superintendence of the Secretary of War, for the purpose of continuing the prosecution of the work upon the improvement of the Des Moines rapids in the Mississippi River, the sum of two hundred thousand dollars.

Approved, December 23, 1869.

Jan. 20, 1870. Vol. 16, p. 61.

CHAP. 7.—An Act Repealing so much of the Act of August eighth, one thousand eight hundred and forty-six, as declared the Des Moines River, in the then Territory of Iowa, a public highway.

Repeal of act making Des Moines River a public highway. 1846, c. 103.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the Act of August eighth, one thousand eight hundred and forty-six, entitled "An act granting certain lands to the Territory of Iowa to aid in the improvement of the navigation of the Des Moines river, in said Territory," as makes said river a public highway be, and the same is hereby, repealed.

Approved, January 20, 1870.

Apr. 13, 1870. Vol. 16, p. 83.

CHAP. 54.—An Act Declaring the consent of Congress to the erection of a crib in Lake Erie by the city of Cleveland, Ohio, for the protection of an inlet for a water-works tunnel about to be constructed by said city.

Consent of Congress given to Cleveland to erect crib in Lake Erie, to protect, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby given to the City of Cleveland, in the county of Cuyahoga and State of Ohio, to erect and maintain in Lake Erie, at such distance from the shore thereof as may be necessary, a crib for the

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protection of an inlet shaft for an underlake water-works tunnel about to be constructed for the purpose of supplying said city with pure water: *Provided*, That said crib shall be furnished with a beacon-light, which beacon-light shall be kept lighted at all such seasons and hours as the light on the pier at the entrance of Cuyahoga river.

Beacon light on crib.

Approved, April 13, 1870.

CHAP. 57.—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Niagara River, and to erect and maintain an inlet pier therefrom.

Apr. 20, 1870. Vol. 16, p. 90.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall and may be lawful for the city of Buffalo, in the State of New York, to construct and maintain a tunnel under Black Rock harbor and Niagara river, extending not more than four hundred feet outside of Bird Island pier, and to erect and maintain an inlet pier therefrom, said inlet pier to be located not more than four hundred feet outside of said Bird Island pier.

Buffalo may construct, etc., tunnel under Black Rock Harbor and Niagara River, etc. 1872, c. 186.

Approved, April 20, 1870.

[No. 48.] A Resolution To provide for survey and estimates of cost of removing obstructions from the Bayou Teche, in the State of Louisiana.

May 5, 1870. Vol. 16, p. 375.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, instructed to cause a survey and estimates of cost of removing obstructions from and improving the navigation of the Bayou Teche, in the State of Louisiana: *Provided*, That the expense of said survey and estimate shall not exceed the sum of five hundred dollars. And the same is hereby appropriated out of any money in the treasury not otherwise appropriated.

Survey and estimates to be made for removing obstructions from Bayou Teche. *Proviso.*

Appropriation.

Approved, May 5, 1870.

CHAP. 92.—An Act In relation to the Iowa River in the State of Iowa.

May 6, 1870. Vol. 16, p. 121.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the Iowa river, in the State of Iowa, as lies north of the town of Wapello, be, and the same is hereby, declared not a navigable river or public highway.

Portion of Iowa River in Iowa declared not navigable.

Approved, May 6, 1870.

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July 7, 1870.
Vol. 16, p. 189.

CHAP. 210.—An Act For the improvement of water communication between the Mississippi River and Lake Michigan, by the Wisconsin and Fox rivers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized to adopt for the improvement of the navigation of the Wisconsin river such plan as may be recommended by the chief of the Bureau of Engineers.

Secretary of War may adopt plan for improvement of navigation of Wisconsin River.

1872, c. 416.

SEC. 2. *And be it further enacted,* That the Secretary aforesaid is hereby authorized to ascertain at any time he shall deem proper within three years from the passage of this act, the sum which ought in justice to be paid to the Green Bay and Mississippi Canal Company, a corporation existing under the laws of Wisconsin, as an equivalent for the transfer of all and singular its property and rights of property in and to the line of water communication between the Wisconsin river aforesaid and the mouth of the Fox river, including its locks, dams, canals, and franchises, or so much of the same as shall, in the judgment of said Secretary, be needed; and to that end is authorized to join with said company in appointing a board of disinterested and impartial arbitrators, one of whom shall be selected by the Secretary aforesaid, another by said company, and the third by the two arbitrators so selected. The Secretary aforesaid is authorized to employ a competent agent or attorney to represent the interest of the United States upon the hearing before such board: *Provided,* That in making their award the said arbitrators shall take into consideration the amount of money realized from the sale of lands heretofore granted by Congress to the State of Wisconsin to aid in the construction of said water communication, which amount shall be deducted from the actual value thereof as found by said arbitrators.

To ascertain within, etc., amount which should equitably be paid to Green Bay and Mississippi Canal Co. for transfer of property.

1872, c. 416.

Arbitrators.

Attorney for United States.

Proviso.

Amount deducted from award.

SEC. 3. *And be it further enacted,* That no money shall be expended on the improvement of the Fox or Wisconsin river until the Green Bay and Mississippi Canal Company shall make and file with the Secretary of War an agreement in writing, whereby it shall agree to grant and convey to the United States the property and franchises mentioned in the foregoing section, upon the terms awarded by the arbitrators. It is hereby made the duty of the Secretary of War to transmit to Congress a copy of the report of the arbitrators, upon which Congress may, at its then present session, elect to take such property upon making an appropriation to pay the amount awarded: *Provided,* That if the Secretary of War shall not transmit to Congress a copy of the report of the arbitrators at least sixty days before the close of its session, Congress may at its next session make such election and appropriation.

No expenditure to be made for improvement of Fox and Wisconsin rivers until, etc.

Report of arbitrators submitted to Congress.

Proviso.

SEC. 4. *And be it further enacted,* That all tolls and revenues derived from the improvements made or acquired under the provisions of this act, after providing for the

Tolls and revenues paid into United States Treasury.

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current expenses of operating and keeping the same in repair, shall be paid into the treasury of the United States, and whenever the United States shall be reimbursed for all sums advanced for the same, with interest thereon, then the tolls aforesaid shall be reduced to the least sum which, together with other revenues properly applicable thereto, if any, shall be sufficient to operate and keep the improvements in repair.

Reduced when, etc.

SEC. 5. *And be it further enacted*, That the Secretary of War shall annually report to Congress the progress made in the completion of said improvements, the amount expended thereon, the amount, if any, required for the succeeding fiscal year, and the amount of revenue derived therefrom.

Secretary of War to report to Congress annually progress in improvements, etc.

Approved, July 7, 1870.

CHAP. 240.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes, for the fiscal year ending June thirtieth, eighteen hundred and seventy-one.

July 11, 1870. Vol. 16, p. 223.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction and superintendence of the Secretary of War, according to such plans as shall be by him first selected and approved, for the repair, preservation, and completion of the following public works heretofore commenced under the authority of law, and for other purposes hereinafter named, that is to say:—

Appropriations for public works on rivers and harbors. 1871, c. 118, §4.

For improvement of Superior City harbor, Wisconsin, forty thousand dollars.

Superior.

For improvement of Ontonagon harbor, Lake Superior, Michigan, ten thousand dollars.

Ontonagon.

For improvement of Marquette harbor, Lake Superior, Michigan, twenty-five thousand dollars.

Marquette.

For improvement of Green Bay harbor, Wisconsin, seventeen thousand five hundred dollars.

Green Bay.

For improvement of Manitowoc harbor, Wisconsin, twenty thousand dollars.

Manitowoc.

For improvement of Sheboygan harbor, Wisconsin, fifteen thousand dollars.

Sheboygan.

For improvement of Milwaukee harbor, Wisconsin, forty thousand dollars.

Milwaukee.

For improvement of Racine harbor, Wisconsin, ten thousand dollars.

Racine.

For improvement of Kenosha harbor, Wisconsin, ten thousand dollars.

Kenosha.

For improvement of Michigan City harbor, Indiana, twenty-five thousand dollars.

Michigan City.

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New Buffalo. For improvement of New Buffalo harbor, Michigan, five thousand dollars.

Port Washington. For improvement of Port Washington harbor, Wisconsin, fifteen thousand dollars.

Aux Becs Scies (Frankfort). For improvement of Aux Becs Scies harbor, Michigan, ten thousand dollars.

Manistee. For improvement of Manistee harbor, Michigan, twenty thousand dollars.

Pere Marquette (Ludington). For improvement of Pere Marquette harbor, Michigan, ten thousand dollars.

Pentwater. For improvement of Pentwater harbor, Michigan, ten thousand dollars.

White River (Lake). For improvement of White River harbor, Michigan, twenty thousand dollars.

Muskegon. For improvement of Muskegan harbor, Michigan, ten thousand dollars.

Grand Haven. For improvement of Grand Haven harbor, Michigan, ten thousand dollars.

Black Lake (Holland). For improvement of Black Lake harbor, Michigan, ten thousand dollars.

Saugatuck. For improvement of Saugatuck harbor, Michigan, ten thousand dollars.

South Haven. For improvement of South Haven harbor, Michigan, ten thousand dollars.

St. Joseph. For improvement of Saint Joseph harbor, Michigan, fifteen thousand dollars.

St. Marys. For improvement of Saint Mary's Falls Canal and Saint Mary's river, Michigan, one hundred and fifty thousand dollars.

Au Sable River. For improvement of Au Sable river, Michigan, fifteen thousand dollars.

Saginaw. For improvement of Saginaw river, Michigan, one thousand five hundred dollars.

St. Clair flats. For improvement of Saint Clair flats, Michigan, sixteen thousand five hundred dollars.

Clinton River. For improvement of Clinton river, Michigan, five thousand dollars.

Toledo. For improvement of Toledo harbor, Maumee bay, Ohio, fifty thousand dollars.

Sandusky. For improvement of Sandusky City harbor, Ohio, ten thousand dollars.

Cleveland, For improvement of Cleveland harbor, Ohio, twenty thousand dollars.

Conneaut. For improvement of Conneaut harbor, Ohio, six thousand dollars.

Erie. For improvement of Erie harbor, Pennsylvania, twenty thousand dollars.

Schuylkill River. For clearing and buoying the channel of the Schuylkill river at its mouth, at Gibson's point, and above to the Chestnut Street bridge, Philadelphia, Pennsylvania, fifteen thousand dollars.

Dunkirk. For improvement of Dunkirk harbor, New York, twenty-five thousand dollars.

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For improvement of Buffalo harbor, New York, eighty thousand dollars. **Buffalo.**

For improvement of Olcott harbor, New York, ten thousand dollars. **Olcott.**

For improvement of Charlotte harbor, New York, twelve thousand dollars. **Charlotte.**

For improvemnt of Oak Orchard harbor, New York, eight thousand dollars. **Oak Orchard.**

For improvement of Big Sodus harbor, New York, five thousand dollars. **Great Sodus.**

For improvement of Little Sodus harbor, New York, five thousand dollars. **Little Sodus.**

For improvement of Pultneyville harbor, New York, five thousand dollars. **Pultneyville.**

For enlargement, according to the plan of the engineer department, of harbor facilities at Oswego, New York, fifty thousand dollars. **Oswego.**

For improvement of Ogdensburg harbor, New York, fifteen thousand dollars. **Ogdensburg.**

For improvement of Plattsburg harbor, New York, ten thousand dollars. **Plattsburg.**

For improvement of Burlington harbor, Vermont, twenty-five thousand dollars. **Burlington.**

For improvement of the Upper Mississippi river, and removing snags and dredging, thirty-six thousand dollars. **Upper Mississippi.**

For improvement of the Wisconsin river, one hundred thousand dollars. **Wisconsin.**

For improvement of the Minnesota river, ten thousand dollars. **Minnesota.**

For the preservation of the Falls of Saint Anthony and the navigation of the Mississippi river above the same, fifty thousand dollars. **Falls of St. Anthony, etc.**

For improvement of the Des Moines rapids, four hundred thousand dollars. **Des Moines Rapids.**

For improvement of the Rock Island rapids, one hundred and fifty thousand dollars. **Rock Island Rapids.**

For improvement of the Illinois river, one hundred thousand dollars. **Illinois River.**

For improvement of the mouth of the Mississippi river, three hundred thousand dollars. **Mouth of Mississippi.**

For improvement of the mouth of the Saint John's river, Florida, fifteen thousand dollars. **St. Johns.**

For removing obstructions in Town creek, near Charleston, South Carolina, seven thousand five hundred dollars. **Town Creek. 1872, c. 416.**

For improvement of the Falls of the Ohio river and Louisville canal, two hundred and fifty thousand dollars. **Falls of Ohio, etc.**

For improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred and fifty thousand dollars. **Mississippi, etc., rivers.**

For improvement of the Ohio river, fifty thousand dollars. **Ohio River.**

For improvement of the Hudson river, New York, forty thousand dollars. **Hudson River.**

For removing obstructions in East river, New York, including Hell Gate, two hundred and fifty thousand dollars. **East River.**

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New Haven. For improvement of New Haven harbor, Connecticut, fifteen thousand dollars.

Connecticut River. For improvement of Connecticut river, forty thousand dollars.

Providence River. For improvement of Providence river, Rhode Island, five thousand dollars.

Pawtucket River. For improvement of Pawtucket river, Rhode Island, eight thousand dollars.

Block Island. For construction of breakwater at Block Island, Rhode Island, thirty thousand dollars.

Boston. For preservation and improvement of Boston harbor, Massachusetts, one hundred thousand dollars.

Hyannis. For improvement of Hyannis harbor, Massachusetts, twelve thousand dollars.

Plymouth. For improvement of Plymouth harbor, Massachusetts, ten thousand dollars.

Taunton River. For improvement of Taunton river, Massachusetts, ten thousand dollars.

Merrimac River. For improvement of Merrimac river, Massachusetts, twenty-five thousand dollars.

Kennebunk River. For improvement of Kennebunk river, Maine, five thousand dollars.

Saco River. For improvement of Saco river, Maine, ten thousand dollars.

Portland. For improvement of Portland harbor Maine, ten thousand dollars.

Kennebec River. For improvement of Kennebec river, Maine, fifteen thousand dollars.

Gut, opposite Bath. For improvement of navigation at the "Gut" [a], opposite Bath, Maine, ten thousand dollars.

Union River. For improvement of Union river, Maine, fifteen thousand dollars.

Penobscot River. For improvement of the Penobscot river, at Bangor and below, Maine, fifteen thousand dollars.

Willamette River. For improvement of the Willamette river at Portland and to mouth of river, Oregon, thirty-one thousand dollars.

Tennessee River. For improvement of the Tennessee river, eighty thousand dollars, to be expended below Chattanooga.

Wilmington. For improvement of Wilmington harbor, Delaware, fifteen thousand dollors.

Westport. For improvement of Westport harbor, Connecticut, two thousand five hundred dollars.

Cape Fear River. For improvement of the channel of the mouth of the Cape Fear river, in North Carolina, one hundred thousand dollars.

Galveston. For improvement of Galveston harbor, Texas, twenty-five thousand dollars.

Chicago. For enlargement of harbor facilities at Chicago, Illinois, according to the plans of the engineer department, one hundred thousand dollars, and for a harbor of refuge, fifty thousand dollars.

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[a] The Gut is a part of the Sasanoa (or Back) River.

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For improvement of harbor and bay of Mobile, Alabama, fifty thousand dollars. Mobile.

For the improvement of the Potomac river between the Long bridge, in Washington, and the city of Georgetown, in the district of Columbia, fifty thousand dollars. Potomac River.

For the improvement of James river, in Virginia, and the removal of bars and obstructions from Richmond to and including Harrison's bar, below the junction of the James and Appomattox rivers, fifty thousand dollars. James River.

For improvement of Bayou Teche, Louisiana, seventeen thousand five hundred dollars. Bayou Teche.

For examination and surveys for improvements on the north and northwestern lakes and rivers, and the Atlantic and Pacific coasts, and for contingencies of rivers and harbors not provided for in this act, one hundred and fifty thousand dollars. Examination and surveys for improvements.

SEC. 2. *And be it further enacted*, That the Secretary of War is hereby directed to cause examinations or surveys, or both, to be made at the following points, namely: Examinations or surveys to be made at various places.

At Charleston, South Carolina;

At Cyprus bayou, Texas;

At the Housatonic river, below Derby, Connecticut;

At Bridgeport harbor, Connecticut;

At Southport harbor, Connecticut;

At Fifteen-Mile falls [Connecticut River], New Hampshire;

At Pawcatuck river, Rhode Island and Connecticut;

At Narragansett pier, Rhode Island;

Cocheco river, at Dover, New Hampshire;

At Royals river, Maine;

At Narragangus [Narraguagus] river, Maine;

Sullivan river, Maine;

At Sullivan's falls, between the towns of Hancock and Sullivan;

At South river, New Jersey;

At mouth of Salem river, New Jersey;

At James river, Virginia, between Richmond and City point, including Harrison's bar below the point;

Appomattox river, Virginia, from Petersburg to its mouth.

James river and Kanawha canal, Virginia;

At Rappahannock river, below Fredericksburg, Virginia;

At Roanoke river, North Carolina;

At Coosa river, Alabama;

At Mobile harbor, Alabama;

At Cumberland river, from its mouth to the head of navigation;

At Tombigbee river, in Alabama and Mississippi from its mouth to the head of navigation;

At Saint Louis and Alton harbors, Mississippi river, between Alton and mouth of Merrimac [Maramec] river;

At Osage, river, Missouri;

At Ouachita, Little Missouri, and Petit Jane rivers, Arkansas;

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At Bayou Saint John, from the mouth of Bayou Saint John, Louisiana, through Lake Ponchartrain and the Rigolet to Ship Island;

At Indianola harbor, Texas;

At Corpus Christi, Texas;

At Buffalo bayou, for a channel of navigation through Buffalo bayou and Galveston bay, to Bolivar channel, near the outer bar in the Gulf of Mexico;

At Sheboygan river, Michigan;

At Harbor of Refuge, on Lake Huron, between Saint Clair river and Point au Barques [a], Michigan;

At Port Clinton, Ohio;

For survey or examination of the bars and other obstructions to navigation of the Cache, St. Francis Little Red, White, and Black rivers, Arkansas;

For survey or examination of the bar of the Sacramento river, California, known as the Hog's Back, for the purpose of removing the same;

At the mouth of Oconto river, Wisconsin;

At the mouth of the Ahuepee [Ahnapee] river, Wisconsin;

At Chester harbor, on the Delaware river, Pennsylvania;

At Alpeena harbor, Michigan;

At the mouth of the Cape Fear river, North Carolina;

For ship-canal route from Hennepin, on the Illinois river, to Rock Island, on the Mississippi river, via Geneseo, by the most direct and feasible route [b];

At Peconic river below Riverhead, New York;

At the entrance to Port Jefferson harbor, on the south side of Long Island sound;

At Rocky river, Ohio;

At Salmon river [c], Lake Ontario, New York;

At the mouth of Two rivers [d], Wisconsin;

At the mouth of Trinity river, Texas;

At Delaware river, between the city of Trenton and Bordentown;

At Shrewsbury river, New Jersey;

At the mouth of Sabine river, Texas;

At French Broad river, Tennessee;

At Pine river, Saginaw bay, Michigan;

At Brazos, San Jago [Santiago], Texas;

At the mouth of Muskingum river, Ohio;

At Gloucester harbor, Massachusetts;

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[a] Reports respecting this item discussed the relative advantages of various sites, among which were Port Hope, Blue Ledge, and Sandbeach (Harbor Beach).

[b] This item has reference to what is now known as the Illinois and Mississippi Canal.

[c] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario about 1 mile above the mouth.

[d] This locality, situated at mouth of Twin Rivers, is known as Two Rivers Harbor.

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At the harbor of Cambridge and harbor of Queenstown, Maryland;

At the mouth of the Apalachicola river, Florida;

At Nag's head, in North Carolina, with a view of reopening the old inlet near that place;

Survey of the Wabash river, from its mouth to the town of Wabash, Indiana;

For the survey of the Willamette river, above Oregon City, Oregon;

For the survey of the Umpqua river, Oregon;

Ship canal in Patapsco River and Chesapeake Bay.

SEC. 3. *And be it further enacted*, That the sum of forty-two thousand [and] nine hundred dollars be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, to the widening and deepening the ship canal in the Patapsco river and Chesapeake bay, leading toward the harbor of Baltimore.

Mouth of Susquehanna River.

SEC. 4. *And be it further enacted*, That the sum of twelve thousand dollars, of any unappropriated money in the treasury, be paid and applied, under the direction of the Secretary of War, to deepen the harbor or waters at the mouth of the Susquehanna river.

Engineers to examine all bridges across Ohio River, and report if navigation is obstructed thereby, etc.

SEC. 5. *And be it further enacted*, That the Secretary of War is hereby authorized and required to detail three engineers, whose duty it shall be to examine all bridges now erected, or in process of erection, across the Ohio river, and to report whether, in their opinion, such bridges, or any of them, as now constructed, or proposed to be constructed, do or will interfere with the free and safe navigation of said river; and if they do or will so interfere, to report also what extent of span and elevation above water will be required to prevent obstruction to navigation, and their estimate of the cost required to change such bridges now built, or being built, to such width of span and elevation above the water as will prevent obstruction to navigation, such report to be made and communicated to the next session of Congress.

Appoved, July 11, 1870.

CHAP. 292.—An Act Making appropriations for sundry civil expenses of the Government for the year ending June thirty, eighteen hundred and seventy-one, and for other purposes.

July 15, 1870. Vol. 16, p. 291.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending the thirtieth June, eighteen hundred and seventy-one, viz.:—

* * * * *

Newcastle, Del.

For repairing the stone piers belonging to the United States in the harbor of New Castle, Delaware, two thousand five hundred dollars.

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Bulkhead rock.

For the improvement of Bulkhead rock in Providence river, Rhode Island, two thousand five hundred dollars.

* * * * *

Western, etc., rivers.

For examinations and surveys on western and northwestern rivers, fifty thousand dollars.

* * * * *

Appropriation for stone, etc., pier in Delaware Bay. 1871, c. 21, §10; 1872, c. 172, §4; 1873, c. 233, §4.

SEC. 12. *And be it further enacted*, That two hundred and twenty-five thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated to construct a good and substantial pier of stone or iron in the Delaware bay, at or near Lewes, in Sussex county, in the State of Delaware, out of any money in the treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War.

Junction and Breakwater Railroad may run over pier, etc.

SEC. 13. *And be it further enacted*, That it may and shall be lawful for the president, directors, and company of the Junction and Breakwater railroad, in the State of Delaware, to extend their railroad upon and over said pier, and freely to use said pier in connection with their said road, subject to such regulations and charges for maintenance and repairs as the Secretary of War may adopt.

* * * * *

Approved, July 15, 1870.

Jan. 18, 1871. Vol. 16, p. 399.

CHAP. 21.—An Act Making an additional appropriation for the improvement of the Louisville and Portland Canal for the fiscal year ending June thirty, eighteen hundred and seventy-one, and for other purposes.

Appropriation for Louisville and Portland Canal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the additional sum of two hundred thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated, for the improvement of the Louisville and Portland Canal during the current fiscal year, to be expended in accordance with existing laws; and for the completion of the section work at the Des Moines rapids, three hundred and forty-one thousand dollars.

For work at the Des Moines Rapids, Mississippi River.

Approved, January 18, 1871.

Feb. 2, 1871. Vol. 16, p. 402.

CHAP. 34.—An Act Making a temporary appropriation for the prosecution of the work upon the improvement of Saint Mary's Falls Canal and Saint Mary's River, Michigan.

Appropriation for improvement of St. Marys Falls Canal and St. Marys River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and is hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction and super-

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intendence of the Secretary of War, for the purpose of continuing the prosecution of the work upon the improvement of Saint Mary's Falls canal and Saint Mary's river, the sum of one hundred thousand dollars.

Approved, February 2, 1871.

[No. 40.] A Resolution Authorizing water gauges to be established and observations to be made upon the Mississippi River and its principal tributaries, with a view to obtaining informaton required for the protection of the alluvial lands against overflow, and for the improvement of navigation.

Feb. 21, 1871. Vol. 16, p. 598.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to have water gauges established, and daily observations made of the rise and fall of the Lower Mississippi river and its chief tributaries, at or in the vicinity of Saint Louis, Cairo, Memphis, Helena, Napoleon. Providence, Vicksburg, Red River Landing, Baton Rouge, and Carrollton, on the Mississippi, between the mouth of the Missouri and the Gulf of Mexico, and at or in the vicinity of Fort Leavenworth, on the Missouri;

Water gauges to be established and observations made of rise and fall of lower Mississippi, etc., at certain designated places. Vol. 25, pp. 421, 424. *Post*, pp. 512, 516.

Rock Island, on the Upper Mississippi;
Louisville, on the Ohio;
Florence, on the Tennessee;
Jacksonport, on the White River;
Little Rock, on the Arkansas;
And Alexandria, on the Red River;

and such other places as the Secretary of War may deem advisable; the expenditure for the same to be made from the appropriation for the improvement of rivers and harbors: *Provided*, That the annual cost of the observations shall not exceed the sum of five thousand dollars per annum.

Expenditure not to exceed $5,000 a year.

Approved, February 21, 1871.

[No. 47.] Joint Resolution Extending the time for the completion of the Portage Lake and Lake Superior Ship Canal.

Mar. 2, 1871. Vol. 16, p. 599.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the Portage Lake and Lake Superior ship canal be, and the same is hereby, extended to the third day of March, A. D. eighteen hundred and seventy-two.

Time for completion of Portage Lake and Lake Superior Ship Canal extended. 1865, c. 102; 1866, c. 161; 1869, res. No. 16; 1872, c. 66; 1873, c. 323.

Approved, March 2, 1871.

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Mar. 3, 1871. Vol. 16, p. 495.

CHAP. 114.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirty, eighteen hundred and seventy-two, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Miscellaneous.

Miscellaneous.— * * *

* * * * *

Payment to John B. Brown for work on Louisville and Portland Canal.

And Godfrey Weitzel, of the corps of engineers, United States army, and in charge of the improvement of the Louisville canal, is hereby empowered and directed, subject to the approval of the chief of said corps of engineers, to adjust and pay, out of any money appropriated for the improvement of said canal, to John B. Brown, any legal or equitable claim he may have against the United States arising out of his contract by him to perform work on said improvement of said canal, in eighteen hundred and seventy: *Provided*, That there shall not be paid to him in any event over eight thousand two hundred dollars, nor more under that sum than, together with any sums already paid him on account of said contract and work, shall be equal to the fair and reasonable value to the government of the work done by him for the government under such contract.

Limit to amount.

* * * * *

Approved, March 3, 1871.

Mar. 3, 1871. Vol. 16, p. 538.

CHAP. 118.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

Appropriations for repair, etc., of public works on rivers and harbors.

Superior. For improvement of Superior City harbor, Wisconsin, sixty thousand dollars.

Marquette. For improvement of Marquette harbor, Lake Superior, Michigan, sixty thousand dollars.

Green Bay. For improvement of Green Bay harbor, Wisconsin, seventeen thousand five hundred dollars.

Manitowoc. For improvement of Manitowoc harbor, Wisconsin, eleven thousand dollars.

Sheboygan. For improvement of Sheboygan harbor, Wisconsin, fifteen thousand dollars.

Port Washington. For improvement of Port Washington harbor, Wisconsin, fifteen thousand dollars.

Milwaukee. For improvement of Milwaukee harbor, Wisconsin, thirty-eight thousand dollars.

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For improvement of Racine harbor, Wisconsin, ten thousand dollars. **Racine.**

For improvement of Kenosha harbor, Wisconsin, ten thousand dollars. **Kenosha.**

For improvement of Two-Rivers harbor, Wisconsin, twenty-five thousand dollars. **Two Rivers.**

For improvement of Ahnapee harbor, Wisconsin, twenty-five thousand dollars. **Ahnapee.**

For improvement of harbor at mouth of Menomonee river, Wisconsin and Michigan, twenty-five thousand dollars. **Mouth of Menominee River.**

For improvement of the north and south branches of the Shrewsbury river, New Jersey, fourteen thousand dollars. **Shrewsbury River.**

For improvement of Aux Becs Scies harbor, Michigan, ten thousand dollars. **Aux Becs Scies (Frankfort).**

For the improvement of South river, New Jersey, fifteen thousand dollars. **South River.**

For the removal of obstructions of Salem river, New Jersey, four thousand dollars. **Salem River.**

For improvement of Manistee harbor, Michigan, nine thousand dollars. **Manistee Harbor.**

For improvement of Ouachita river from the Louisiana State line to the town of Arkadelphia, in the State of Arkansas, on said river, twenty-five thousand dollars. **Ouachita River.**

For improvement of Pere Marquette harbor, Michigan, ten thousand dollars. **Pere Marquette (Ludington).**

For improvement of Pentwater harbor, Michigan, ten thousand dollars. **Pentwater.**

For improvement of White River harbor, Michigan, twenty thousand dollars. **White River (Lake).**

For improvement of Muskegan harbor, Michigan, fifteen thousand dollars. **Muskegon.**

For improvement of Grand Haven harbor, Michigan, six thousand dollars. **Grand Haven.**

For improvement of Black Lake harbor, Michigan, ten thousand dollars. **Black Lake (Holland).**

For improvement of Saugutuck harbor, Michigan, ten thousand dollars. **Saugatuck.**

For improvement of Cheboygan harbor, Michigan, ten thousand dollars. **Cheboygan.**

For improvement of South Haven harbor, Michigan, fifteen thousand dollars. **South Haven.**

For improvement of Saint Joseph harbor, Michigan, ten thousand dollars. **St. Joseph.**

For improvement of Saint Mary's Falls canal and Saint Mary's river, Michigan, two hundred and fifty thousand dollars. **St. Marys Falls Canal and St. Marys River.**

For improvement of Au Sable river, Michigan, ten thousand dollars. **Au Sable River.**

For harbor of refuge, Lake Huron, Michigan, one hundred thousand dollars[a]. **Sandbeach (Harbor Beach).**

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[a] The location is at what was formerly known as Sandbeach. The town that has since grown up is now called Harbor Beach.

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Clinton River. For improvement of Clifton river, Michigan, one thousand five hundred dollars.

St. Clair flats. For improvement of Saint Clair flats, Michigan, one thousand five hundred dollars.

Toledo. For improvement of Toledo harbor, Ohio, fifty thousand dollars.

Ashtabula. For improvement of Ashtabula harbor, Ohio, fifteen thousand dollars.

Schuylkill River. For clearing and buoying the channel of the Schuylkill river, at its mouth, at Gibson's point, and above to the Chestnut Street bridge, Philadelphia, Pennsylvania, ten thousand dollars.

Erie Harbor. For improvement of Erie harbor, Pennsylvania, twenty-nine thousand dollars.

Chicago. For improvement of Chicago harbor, Illinois, one hundred thousand dollars.

Calumet. For harbor of refuge, at Calumet, Illinois, fifty thousand dollars.

Michigan City. For improvement of Michigan City harbor, Indiana, fifteen thousand dollars.

Dunkirk. For improvement of Dunkirk harbor, New York, twenty-five thousand dollars.

Port Jefferson. For improvement of Port Jefferson harbor, Long Island, New York, fifteen thousand dollars.

Buffalo. For improvement of Buffalo harbor, New York, one hundred thousand dollars.

Olcott. For improvement of Olcott harbor, New York, five thousand dollars.

Oak Orchard. For improvement of Oak Orchard harbor, New York, ten thousand dollars.

Charlotte. For improvement of Charlotte harbor, New York, ten thousand dollars.

Little Sodus. For improvement of Little Sodus harbor, New York, fifteen thousand dollars.

Pultneyville. For improvement of Pultneyville harbor, New York, five thousand dollars.

Oswego. For improvement of Oswego harbor, New York, one hundred thousand dollars.

Ogdensburg. For improvement of Ogdensburg harbor, New York, twenty-five thousand dollars.

Plattsburg. For improvement of Plattsburg harbor, New York, fifteen thousand dollars.

Peconic River. For the improvement of Peconic river, below the village of Riverhead, Long Island, five thousand dollars.

Burlington, Vt. For improvement of Burlington harbor, Vermont, thirty thousand dollars.

Falls of St. Anthony. For the preservation of the falls of Saint Anthony, and the navigation of the Mississippi river above the same, fifty thousand dollars.

Ouachita. For improvement of the Ouachita river, in Louisiana, from the Arkansas State line to the mouth of said river, twenty-six thousand dollars.

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For improvement of the upper Mississippi river, and removing snags and dredging, forty-two thousand dollars: *Provided*, That no part of such sum shall be paid for the use of any patent or patented machine in which any engineer or officer employed by the government may be interested. Upper Mississippi River. No part for any patented machine.

For improvement of the Minnesota river, ten thousand dollars. Minnesota River.

For improvement of the Rock Island rapids, one hundred and fifty thousand dollars. Rock Island Rapids.

For improvement of the Des Moines rapids, two hundred and fifty thousand dollars. Des Moines Rapids.

For improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred and fifty thousand dollars. Mississippi, Missouri, and Arkansas rivers.

For improvement of the mouth of the Mississippi river, one hundred and twenty-five thousand dollars. Mouth of Mississippi River.

For improvement of the falls of the Ohio river, and Louisville canal, two hundred and fifty thousand dollars. Ohio River and Louisville and Portland Canal.

For improvement of the Ohio river, fifty thousand dollars. Ohio River.

For improvement of Queenstown harbor, Maryland, five thousand dollars. Queenstown Harbor.

For improvement of harbor at Cambridge, Maryland, ten thousand dollars. Cambridge, Md.

For improvement of the ship-channel in the Patapsco river and Chesapeake bay, leading toward the harbor of Baltimore, fifty thousand dollars. Patapsco River and Chesapeake Bay.

For improvement of the channel at the mouth of Cape Fear river, North Carolina, seventy-five thousand dollars. Cape Fear River.

For improvement of Roanoke river, below Weldon, North Carolina, twenty thousand dollars. Roanoke River.

For improvement of the ship-channel in Charleston harbor, South Carolina, thirteen thousand dollars. Charleston Harbor.

For improvement of the James river, below Richmond, Virginia, fifty thousand dollars. James River.

For improvement of the Appomattox river, below Petersburg, Virginia, fifty thousand dollars. Appomattox River.

For improvement of the Rappahannock river, Virginia, fifteen thousand dollars. Rappahannock River.

For improvement of the Hudson river, New York, forty thousand dollars. Hudson River.

For improvement of the East river, New York, including Hell Gate, two hundred and fifty thousand dollars. East River and Hell Gate.

For improvement of Pawtucket River, Rhode Island, seven thousand dollars. Pawtucket River.

For construction of breakwater at Block Island, Rhode Island, seventy-five thousand dollars. Block Island.

For improvement of Pawcatuck river, Rhode Island and Connecticut, ten thousand dollars. Pawcatuck River.

For improvement of Thames river, Connecticut, fifteen thousand dollars. Thames River.

For improvement of Connecticut river, above Hartford and below Holyoke, twenty thousand dollars. Connecticut River.

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Connecticut River. For improvement of Connecticut river, below Hartford, thirty-five thousand dollars.

New Haven. For improvement of New Haven harbor, Connecticut, forty thousand dollars.

Housatonic River. For improvement of the Housatonic river, Connecticut, fifteen thousand dollars.

Bridgeport. For improvement of Bridgeport harbor, Connecticut, twenty thousand dollars.

Taunton River. For improvement of Taunton river, Massachusetts, ten thousand dollars.

Hyannis. For improvement of Hyannis harbor, Massachusetts, ten thousand dollars.

Provincetown. For improvement of Provincetown harbor, Massachusetts, six thousand dollars.

Plymouth. For improvement of Plymouth harbor, Massachusetts, ten thousand dollars.

Boston. For improvement of Boston harbor, Massachusetts, one hundred thousand dollars.

Merrimac River. For improvement of Merrimac river, above Haverhill, Massachusetts, twenty-five thousand dollars.

Kennebunk River. For improvement of Kennebunk river, Maine, five thousand dollars.

Saco River. For improvement of Saco river, Maine, fifteen thousand dollars.

Portland. For improvement of Portland Harbor, Maine, forty thousand dollars.

Cocheco River. For improvement of the Cocheco river, within the town of Dover, New Hampshire, ten thousand dollars.

Kennebec River. For improvement of Kennebec river, above Hallowell, Maine, ten thousand dollars.

Kennebec River. For improvement of Kennebec river, between Gardiner and Richmond, Maine, five thousand dollars.

Gut. For improvement of navigation at the "Gut" [a], opposite Bath, Maine, six thousand five hundred dollars.

Penobscot River. For improvement of the Penobscot river, at Bangor, and below, Maine, fifty thousand dollars.

Other rivers in Maine. For improvement of Union river, Maine, fifteen thousand dollars.

For improvement of Royal's river, Maine, ten thousand dollars.

Narraguagus River. For improvement of Narragaugus river, Maine, twelve thousand dollars.

Sullivan River. For improvement of Sullivan river, Maine, ten thousand dollars.

Rivers in Arkansas. For improvement of White, Black, and Little Red rivers, in the State of Arkansas, ten thousand dollars.

St. Francis River. For improvement of Saint Francis river, in the State of Arkansas, ten thousand dollars.

Little Missouri River. For improvement of the Little Missouri river, in the State of Arkansas, ten thousand dollars.

Cumberland River, Tenn. For improvemnt of the Cumberland river, below Nashville, Tennessee, thirty thousand dollars.

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[a] The Gut is a part of Sasanoa (or Back) River.

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For improvement of Galveston harbor, Texas, twenty thousand dollars. Galveston.

For construction of breakwater at Wilmington harbor, California, two hundred thousand dollars. Wilmington.

For improvement of the Umpqua river, Oregon, twenty-two thousand five hundred dollars. Umpqua River.

For the improvement of the bar at the mouth of the Saint John's river, Florida, fifteen thousand dollars. St. Johns River, Fla.

For improvement of Mobile harbor, Alabama, fifty thousand dollars. Mobile.

For improvement of the Osage river, Missouri, twenty-five thousand dollars. Osage River.

For improvement of the harbor at Du Luth, Minnesota, sixty thousand dollars. Duluth.

For improvement of the Willamette river, above Oregon city, Oregon, sixteen thousand dollars. Willamette River.

For examination and surveys for improvement on the northern and northwestern lakes and rivers, and the Atlantic and Pacific coasts, and for contingencies of rivers and harbors not provided for in this act, one hundred and seventy-five thousand dollars. Surveys, etc., for improvements on lakes, rivers, and coasts.

SEC. 2. That all moneys heretofore appropriated for the improvement of the Tennessee river, and still unexpended, shall be expended, under the direction of the Secretary of War, for the repair and completion of the works heretofore begun between Knoxville and Chattanooga, and for the continuation of the works now in progress below Chattanooga, including the Muscle shoals. Unexpended appropriations for improvement of Tennessee River, how to be expended.

SEC. 3. That the Secretary of War is hereby directed to cause examinations or surveys, or both, to be made at the following points, namely: Examinations or surveys, or both, to be made at various points.

At Galveston harbor, from the outer bar up to the Red Fish bar, on or nearest to the west shore;

At Mississippi city for harbor on Mississippi sound;

At Black river, Missouri, to Poplar bluff;

At Current river, Missouri, from its mouth to Van Buren;

At Otter creek, Vermont;

At Norfolk harbor, Virginia;

At Eureka harbor, and at Santa Cruz, California;

At Passaic river, between Newark and at Passaic, New Jersey;

For ship canal from the head of Sturgeon bay, Wisconsin, on the line now opened across the portage through the timber to the shore of Lake Michigan, with estimates for constructing the same one hundred feet wide and thirteen feet deep;

At East Chester creek or inlet, New York;

At Port Chester harbor, New York;

At Rondout harbor, Hudson river, New York;

At Maumee river, above Toledo, Ohio;

At Fourche La Faive [Fourche Le Fevre] river, Arkansas;

For resurveying of Monroe harbor, Michigan;

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For survey and estimate for removing middle ground at the mouth of Black river, in Saint Clair river, Michigan;

Harbor at Stonington, Connecticut;

At Grand Marais, Michigan;

At Neabsco bay, Virginia;

At Accotink bay, Virginia;

At Savannah harbor, Georgia;

At Well's harbor, Maine;

At Coosa river, Alabama;

At Huntington harbor, on south coast of Long Island sound;

And to complete the survey of the Cumberland river, and the resurvey of the Tennessee river, from Brown's ferry to Florence, Alabama;

At Choctawhatchee river, Florida;

At Aquia creek, Virginia;

For survey of White river, from Buffalo shoals to the mouth of James fork, Missouri;

For the survey of the Wabash river, from its mouth to the city of Lafayette;

For survey of the Monongahela river, from New Geneva, in Pennsylvania, to Morgantown, in West Virginia;

For a survey beginning at or near Guntersville, on the Tennessee river, to the headwaters of the Warrior and Coosa rivers, in Alabama, with a view of determining the practicability of uniting the waters of the Tennessee river with the waters of the Warrior or Coosa river for the purposes of navigation, and estimates for necessary locks and dams to extend the navigation on said river to the last-named place;

For examination and survey of the Etowah river, from its mouth up to Cartersville, Georgia, and also for examination and survey of Atchafalaya bay and Calcasieu pass, Louisiana;

Of the Oostenaula river; from Rome, Georgia, up to the mouth of the Coosawattee;

At Chattahoochee river, below Columbus, Georgia;

At the mouth of the Saint John's river, from the outer bar to Jacksonville, Florida;

At the mouth of the Saint Mark's river, from Spanish hole to Saint Mark's, Florida;

At Apalachicola bay, Florida;

At Tampa bay, at Tampa, Florida;

For resurvey of Fifteen-mile falls [Connecticut River];

At Elizabeth and Nansemond rivers, Virginia;

At Camden, Arkansas, to Trinity, Louisiana, on Ouachita river;

At Goldsboro, North Carolina, to the mouth of Neuse river;

At the mouth of Licking river, Kentucky, for harbor of refuge;

For survey of the Cape Fear and Deep rivers, as far up as La Grange, North Carolina;

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At Cuivre river, Missouri, from its mouth to Moscow Mills;

At Bayou Bartholomew, from its mouth to the Arkansas State line;

For the examination and survey of the Tangipaha and Chifuncte rivers, in the State of Louisiana;

For the survey of Horse Shoe shoals, in the Delaware river, below Philadelphia, Pennsylvania;

For the survey of the harbor of Norwalk, Connecticut;

For surveying the mouths of Quantico and Choppa Wamasic bays, Virginia;

For examination and survey of Red river, from the mouth to a point above the raft in Louisiana.

Unexpended balances of appropriations by act 1870, c. 240, reappropriated.

SEC. 4. That the unexpended balances of appropriations made by the act approved July eleven, eighteen hundred and seventy, entitled "An act making appropriations for the repair, preservation, and completion of certain public works *in* [on] rivers and harbors, and for other purposes, for the fiscal year ending June thirty, eighteen hundred and seventy-one," are hereby reappropriated for the purposes therein specified: *Provided*, That any part of the appropriations made by this act may, at the discretion of the Secretary of War, be applied during the current fiscal year.

Proviso.

Approved, March 3, 1871.

CHAP. 197.—An Act For the relief of Charles Cooper, Goshom A. Jones, Jerome Rowley, William Hannegan, and John Hannegan.

Mar. 3, 1871. Vol. 16, p. 700.

Wm. and John Hannegan and their sureties to be released from liability on their bond to secure contract for improvement of Des Moines Rapids.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Charles Cooper, Goshom A. Jones, Jerome Rowley, William Hannegan, and John Hannegan be, and they are hereby, released and discharged from all liability to the United States under and by reason of their bond executed thereto to secure the faithful performance, by the said William Hannegan and John Hannegan, of their contract with the government of the United States for the improvement of Des Moines rapids, of the Mississippi river, in the State of Iowa, and that the action at law, now pending in the circuit court of the United States for the sixth circuit and northern district of Ohio to enforce said bond, be discontinued by the proper officer of the government, at the costs of the defendants.

Approved, March 3, 1871.

CHAP. 14.—An Act Relating to the harbor at Buffalo, New York.

Apr. 15, 1871. Vol. 17, p. 4.

Contract for improvement of harbor at Buffalo may be extended by Secretary of War.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be authorized, when in his judgment he thinks it will be for the interest of the United States, to extend or continue the contract for the improvement of

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the harbor at Buffalo, made and entered into upon the twentieth day of January, eighteen hundred and sixty-eight.

Approved, April 15, 1871.

Apr. 20, 1871. Vol. 17, p. 5.

CHAP. 21.—An Act Making appropriations to supply deficiencies in the appropriations for the service of the year ending June thirtieth, eighteen hundred and seventy-one, and for additional appropriations for the service of the year ending June thirtieth, eighteen hundred and seventy-two, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Pier at Lewes, Del. 1870, c. 292, §§ 12, 13; 1872, c. 172, § 4; 1873, c. 233, § 4.

SEC. 10. That the appropriation for building a pier at Lewes, Delaware, contained in sections twelve and thirteen of the Act approved July fifteenth, eighteen hundred and seventy, entitled "An act making appropriations for sundry civil expenses of the government for the year ending June thirtieth, eighteen hundred and seventy-one, and for other purposes," be, and the same is hereby, continued until June thirtieth, eighteen hundred and seventy-two.

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Approved, April 20, 1871.

Mar. 1, 1872. Vol. 17, p. 32.

CHAP. 23.—An Act Extending the time for the completion of the Green Bay and Sturgeon Bay and Lake Michigan Ship Canal, in the State of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the Green Bay and Sturgeon Bay and Lake Michigan ship canal be, and the same is hereby, extended to the tenth day of April, anno Domini eighteen hundred and seventy-four.

Time for completing Sturgeon Bay and Lake Michigan Ship Canal extended. 1866, c. 32.

Approved, March 1, 1872.

Mar. 5, 1872. Vol. 17, p. 36.

CHAP. 36.—An Act To provide for the survey of the harbor and river at Washington, D. C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the chief of engineers of the United States Army, the superintendent of the coast survey, the engineer in charge of public buildings and grounds, the governor of the District of Columbia, Alexander R. Shepherd, and Carlisle P. Patterson, who shall serve without compensation, are hereby created a board of survey, and are empowered and instructed to examine into the condition of the harbors and landings for vessels from the Anacostia bridge, on the eastern branch, along the entire

Board of survey constituted for harbor and river at Washington, D. C. 1873, c. 233; 1874, c. 457.

To serve without pay.

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water-front of the city of Washington and Georgetown, to the head of tide-water. And the said board are directed to report to Congress, at as early a day as practicable, a full and comprehensive plan for opening, improving, and developing the water-channel so as to secure the best possible harbor facilities along said water-front. And the said board are also directed to take into consideration the sanitary effect upon the city of Washington, and the feasibility of reclaiming, in any improvements suggested, the swamp and marsh lands along said water-front: *Provided*, That any expense attending said report shall not exceed one thousand dollars, and shall be paid by the District of Columbia.

Their duties.

Expenses.

Approved, March 5, 1872.

CHAP. 66.—An Act Extending the time for the completion of the Portage Lake and Lake Superior Ship Canal.

Mar. 27, 1872. Vol. 17, p. 44.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That time for the completion of the Portage Lake and Lake Superior Ship Canal be, and the same is hereby, extended to the third day of March, anno Domini eighteen hundred and seventy-three.

Time for completion of Portage Lake and Lake Superior Ship Canal extended.

1865, c. 102; 1866, c. 161; 1869, Res. 16; 1871, Res. 47; 1873, c. 323.

Approved, March 27, 1872.

CHAP. 123.—An Act For the relief of R. Nelson Gere.

Apr. 26, 1872. Vol. 17, p. 658.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized to cancel the contract entered into by R. Nelson Gere, of the city of Syracuse, New York, in the year eighteen hundred and seventy-one, for building a breakwater in the harbor of Oswego, in said State of New York, and to release said Gere therefrom.

Contract with R. Nelson Gere for breakwater at Oswego to be canceled.

Approved, April 26, 1872.

CHAP. 172.—An Act Making appropriations to supply deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirty, eighteen hundred and seventy-two, and for former years, and for other purposes.

May 18, 1872. Vol. 17, p. 122.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

SEC. 4. That the appropriation for building a pier at Lewes, Delaware, contained in sections twelve and thirteen of the act approved July fifteen, eighteen hundred and seventy, entitled "An act making appropriations for sundry civil expenses of the government for the year

Appropriation for pier at Lewes, Del., continued.

1870, c. 292; §§12, 13; 1871, c. 21; 1873, c. 233, §4.

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ending June thirty, eighteen hundred and seventy-one, and for other purposes," be, and the same is hereby, continued until June thirty, eighteen hundred and seventy-three.

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Approved, May 18, 1872.

May 21, 1872. Vol. 17, p. 139.

CHAP. 186.—An Act To authorize the city of Buffalo, New York, to construct a tunnel under Niagara River, and to erect and maintain an inlet-pier therefrom, for the purpose of supplying the city of Buffalo with pure water.

City of Buffalo may construct tunnel under Niagara River, etc. 1870, c. 57.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall and may be lawful for the City of Buffalo, in the State of New York, to construct and maintain a tunnel under Black Rock harbor and Niagara river, extending not more than seven hundred feet outside of Bird Island pier, and to erect and maintain an inlet-pier therefrom, said inlet-pier to be located not more than seven hundred feet outside of said Bird Island pier.

Approved, May 21, 1872.

May 27, 1872. Vol. 17, p. 162.

CHAP. 219.—An Act To authorize the Secretary of War to accept the peninsula in Lake Erie, opposite the harbor of Erie, in the State of Pennsylvania.

Secretary of War may accept title to peninsula in Lake Erie, opposite harbor of Erie, Pa., etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and empowered to receive and accept from the Marine Hospital of Pennsylvania, a corporation duly incorporated by the commonwealth of Pennsylvania, the title to a piece or parcel of land, being the peninsula lying to the northward of and inclosing the bay of Presque Isle, and containing two thousand and twenty-four acres, more or less, to be held by the government of the United States for the protection of the harbor of Erie: *Provided*, That the deed conveying the same shall not be received or accepted until the title to the same is complete and indefeasible, nor unless the acceptance thereof shall be recommended by a board of officers of the corps of engineers appointed by the President.

Approved, May 27, 1872.

June 8, 1872. Vol. 17, p. 679.

CHAP. 372.—An Act For the relief of Samuel Black and Albert R. Cooper.

Payment to Samuel Black and Albert R. Cooper, for work on Louisville and Portland Canal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Godfrey Weitzel, of the corps of engineers, United States army, and in charge of the improvement of the Louisville canal, is hereby empowered and directed, subject to the approval of the chief of said corps of engi-

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neers, to adjust and pay, out of any money appropriated for the improvement of said canal, to Samuel Black and Albert R. Cooper any legal or equitable claim they may have against the United States arising out of their contract to perform work on said improvement of said canal in eighteen hundred and seventy and eighteen hundred and seventy-one: *Provided*, That there shall not be paid to them, in any event, over twenty thousand dollars, nor more under that sum than, together with any sums already paid to them on account of said contract and work, shall be equal to the fair and reasonable value to the government of the work done by them for the government under such contract.

Limit to amount.

Approved, June 8, 1872.

CHAP. 415.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and seventy-three, and for other purposes.

June 10, 1872. Vol. 17, p. 347.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and seventy-three, viz.:

* * * * *

Miscellaneous objects.— * * *

* * * * *

To enable the Secretary of War to pay the expenses incurred, on the part of the United States, in the arbitration had between the United States and the Green Bay and Mississippi Canal Company, thirteen thousand seven hundred and thirteen dollars and ninety-seven cents.

Arbitration between United States and Green Bay, etc., Canal Co., Fox River improvements.

* * * * *

Approved, June 10, 1872.

CHAP. 416.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

June 10, 1872. Vol. 17, p. 370.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

Appropriations for repair, etc., of public works on rivers and harbors.

For the improvement of Du Luth harbor, Minnesota, fifty thousand dollars: *Provided*, That no part of said sum

Duluth. Proviso.

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shall be expended so as to injure the harbor of Superior City, Wisconsin.

Superior. For the improvement of Superior City harbor, Wisconsin, fifty thousand dollars.

Marquette. For the improvement of Marquette harbor, Michigan, fifty thousand dollars.

Menominee. For the improvement of Menomonee harbor, Michigan and Wisconsin, twenty-five thousand dollars.

Ahnapee. For the improvement of Ahnapee harbor, Wisconsin, twenty-five thousand dollars.

Two Rivers. For the improvement of Two Rivers harbor, Wisconsin, twenty-five thousand dollars.

Sheboygan. For the improvement of Sheboygan harbor, Wisconsin, eighteen thousand dollars.

Port Washington. For the improvement of Port Washington harbor, Wisconsin, fifteen thousand dollars.

Kenosha. For the improvement of Kenosha harbor, Wisconsin, ten thousand dollars.

Chicago. For the improvement of Chicago harbor, Illinois, ninety thousand dollars.

Calumet. For the improvement of Calumet harbor, Illinois, forty thousand dollars.

Michigan City. For the improvement of Michigan City harbor, Indiana, fifty thousand dollars.

New Buffalo. For the improvement of New Buffalo harbor, Michigan, five thousand dollars.

Green Bay and Mississippi Canal Co. for its property. 1870, c. 210. For payment to the Green Bay and Mississippi Canal Company, for so much of all and singular its property and rights of property in and to the line of water communication between the Wisconsin river and the mouth of the Fox river, including its locks, dams, canals, and franchises, as were under the act of Congress for the improvement of water communication between the Mississippi river and Lake Michigan by the Wisconsin and Fox rivers, approved July seventh, eighteen hundred and seventy, reported by the Secretary of War to be needed, in his communication to the House of Representatives dated March eighth, eighteen hundred and seventy-two, one hundred and forty-five thousand dollars.

Frankfort. For the improvement of Frankfort harbor, Michigan, ten thousand dollars.

Manistee. For the improvement of Manistee harbor, Michigan, ten thousand dollars.

Pere Marquette (Ludington). For the improvement of Pere Marquette harbor, Michigan, ten thousand dollars.

Pentwater. For the improvement of Pentwater harbor, Michigan, thirty thousand dollars.

White River (Lake). For the improvement of White River harbor, Michigan, ten thousand dollars.

Muskegon. For the improvement of Muskegon harbor, Michigan, ten thousand dollars.

Grand Haven. For the improvement of Grand Haven harbor, Michigan, fifteen thousand dollars.

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For the improvement of Black Lake harbor, Michigan, ten thousand dollars. **Black Lake (Holland).**

For the improvement of Saugatuck harbor, Michigan, fifteen thousand dollars. **Saugatuck.**

For the improvement of South Haven harbor, Michigan, twelve thousand dollars. **South Haven.**

For the improvement of Saint Joseph harbor, Michigan, three thousand dollars. **St. Joseph.**

For the improvement of Saint Mary's river and Saint Mary's Falls canal, Michigan, three hundred thousand dollars, of which sum fifteen thousand dollars may be applied to secure the right of way. **St. Marys River and St. Marys Falls Canal.**

For the improvement of Cheboygan harbor, Michigan, fifteen thousand dollars. **Cheboygan.**

For the improvement of Au Sable river, Michigan, ten thousand dollars. **Au Sable River.**

For the improvement of Harbor of Refuge, on Lake Huron, one hundred thousand dollars. **Sandbeach (Harbor Beach).**

For the improvement of the mouth of Black river, in St. Clair river, Michigan, fifteen thousand dollars. **Mouth of Black River.**

For the improvement of Saint Clair flats, Michigan, four thousand dollars. **St. Clair flats.**

For the improvement of Toledo harbor, Ohio, fifteen thousand dollars. **Toledo.**

For the improvement of Sandusky river, Ohio, ten thousand dollars. **Sandusky River.**

For the improvement of Sandusky City harbor, Ohio, thirteen thousand dollars. **Sandusky.**

For the improvement of Ashtabula harbor, Ohio, fifteen thousand dollars. **Ashtabula.**

For the improvement of Vermillion harbor, Ohio, five thousand dollars. **Vermillion.**

For the improvement of Erie harbor, Pennsylvania, fifteen thousand dollars. **Erie.**

For the improvement of Dunkirk harbor, New York, twenty-five thousand dollars. **Dunkirk.**

For the improvement of Port Clinton harbor, Ohio, eight thousand dollars. **Port Clinton.**

For the improvement of Rocky River harbor, Ohio, ten thousand dollars. **Rocky River.**

For the improvement of Maumee river above Toledo, Ohio, seven thousand dollars. **Maumee River.**

For the improvement of Monroe harbor, Michigan, ten thousand dollars. **Monroe.**

For the improvement of Buffalo harbor, New York, seventy-five thousand dollars; and the unexpended balance heretofore appropriated for building sea-wall at Buffalo. **Buffalo.**

For the improvement of Olcott harbor, New York, ten thousand dollars. **Olcott.**

For the improvement of Oak Orchard harbor, New York, two thousand five hundred dollars. **Oak Orchard.**

For the improvement of Pultneyville harbor, New York, ten thousand dollars. **Pultneyville.**

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Little Sodus. For the improvement of Little Sodus harbor, New York, fifteen thousand dollars.

Great Sodus. For the improvement of Big Sodus harbor, New York, fifteen thousand dollars.

Oswego. For the improvement of Oswego harbor, New York, one hundred thousand dollars.

Ogdensburg. For the improvement of Ogdensburgh harbor, New York, ten thousand dollars.

Plattsburg. For the improvement of Plattsburgh harbor, New York, ten thousand dollars.

Burlington. For the improvement of Burlington harbor, Vermont, thirty thousand dollars.

Otter Creek. For the improvement of Otter creek, Vermont, from Vergennes to its outlet on Lake Champlain, ten thousand dollars.

Dredge, etc., boats on upper Mississippi. For dredge and snag boats on the Upper Mississippi river, forty-two thousand dollars.

Minnesota River. For the improvement of the Minnesota river, Minnesota, ten thousand dollars.

Des Moines Rapids. For the improvement of the Des Moines rapids, Mississippi river, four hundred thousand dollars.

Rock Island Rapids. For the improvement of the Rock Island rapids, Mississippi river, fifty thousand dollars.

Falls of St. Anthony, etc. For the preservation of the Falls of Saint Anthony, Minnesota, and the navigation of the Mississippi river above the same, fifty thousand dollars.

Mississippi, Missouri, etc., rivers. For improvement of the Mississippi, Missouri, and Arkansas rivers, ninety thousand dollars;

Little Missouri River. For improvement of the Little Missouri river, ten thousand dollars.

Ouachita River. For improvement of the Ouachita river, in Arkansas, sixty thousand dollars;

And further improvement of the Ouachita river, in Louisiana, forty thousand dollars.

Monongahela River. For the improvement of the Monongahela river between Morgantown and New Geneva, in accordance with the plan submitted by General A. A. Humphreys in his report to the House of Representatives dated February fourteenth, eighteen hundred and seventy-two, twenty-five thousand dollars.

Ohio River. For the improvement of the Ohio river, and the harbors thereof, including the repair of the Cumberland dam, two hundred thousand dollars.

Osage River. For the improvement of the Osage river, Missouri, twenty-five thousand dollars.

Current River. For the improvement of Currant river, Missouri, five thousand dollars.

Canal at Falls of the Ohio. For the continuing the work on the canal at the Falls of the Ohio river, three hundred thousand dollars. And the

Secretary of War to report to Congress. Secretary of War is hereby directed to report to Congress, at its next session, or sooner, if practicable, the condition of said canal, and the provisions necessary to relieve the same from incumbrance, with a view to such legislation as will render the same free to commerce at the earliest practicable period, subject only to such tolls as may be necessary

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for the superintendence and repair thereof, which shall not, after the passage of this act, exceed five cents per ton.

For the improvement of the Mississippi river between the mouth of the Illinois river and the mouth of the Missouri river, twenty-five thousand dollars. Mississippi River.

For the improvement of the Mississippi river between the mouth of the Missouri river, and the mouth of the Merrimac river, one hundred thousand dollars.

For the improvement of the Wabash river, Indiana, commencing at its mouth, fifty thousand dollars. Wabash River.

For the continuation of the work now in progress on the Tennessee river, below Chattanooga, including the Muscle shoals, fifty thousand dollars. Tennessee River.

For the improvement of the Tennessee river, between Knoxville and Chattanooga, twenty-five thousand dollars.

For the improvement of Cumberland river, in Tennessee, twenty thousand dollars. Cumberland River.

For the improvement of the mouth of the Mississippi river, Louisiana, one hundred and fifty-five thousand dollars. Mouth of Mississippi River.

For the improvement of Tones bayou, Louisiana, twenty thousand dollars. Tones Bayou.

For improvement of Calcasieu pass, in the State of Louisiana, fifteen thousand dollars. Calcasieu Pass.

For the improvement of bar in Galveston bay, ten thousand dollars, and for improvement of the harbor of Galveston, Texas, thirty-one thousand dollars. Galveston Bay and Harbor.

For the improvement of Cypress bayou, near Jefferson, Texas, ten thousand dollars. Cypress Bayou.

For the improvement of the Tangipahoa river, Louisiana, two thousand five hundred dollars. Tangipahoa River.

For removing the raft in Red river, Louisiana, one hundred and fifty thousand dollars. Red River raft.

For removing the wreck of the gunboat Oregon, in the Chifuncte river, Louisiana, six thousand dollars. Wreck of gunboat *Oregon*.

For dredging the bar at the mouth of the harbor of Cedar Keys, Florida, seven thousand five hundred dollars. Dredging at bar at Cedar Keys.

For dredging the bar at the mouth of Saint John's river, Florida, ten thousand dollars. St. Johns River.

For the improvement of Mobile harbor and bay, Alabama, seventy-five thousand dollars. Mobile Harbor and Bay.

For the improvement of the ship-channel in Charleston harbor, South Carolina, thirty-eight thousand seven hundred dollars. Charleston Harbor.

For removing obstructions in Ashepoo river, South Carolina, one thousand three hundred dollars. And the amount of the appropriation made by act of Congress, approved July eleventh, eighteen hundred and seventy, for removing obstructions in Town creek, near Charleston, South Carolina, which remains unexpended, is hereby appropriated to remove wrecks obstructing navigation in Stono river, South Carolina, near Church flats. Ashepoo River. Town Creek and Stono River. 1870, c. 240.

For the improvement of Savannah harbor and river, Georgia, fifty thousand dollars. Savannah.

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Baltimore. For the improvement of the entrance to the harbor of Baltimore, in Patapsco river, and Chesapeake bay, one hundred thousand dollars.

Rappahannock River. For the improvement of the Rappahannock river, below Fredericksburg, Virginia, fifteen thousand dollars.

James River. For the improvement of the James river, Virginia, fifty thousand dollars.

Appomattox River. For the improvement of the Appomattox river below Petersburgh, Virginia, forty thousand dollars.

Aquia Creek. For the improvement of Aquia creek, Virginia, one thousand five hundred dollars.

Accotink Creek. For the improvement of Accotink creek, Virginia, five thousand dollars.

Roanoke River. For the improvement of the Roanoke river below Weldon, North Carolina, ten thousand dollars.

Cape Fear River. For the improvement of Cape Fear river, below Wilmington, North Carolina, one hundred thousand dollars.

Queenstown. For the improvement of Queenstown harbor, Maryland, six thousand dollars.

Worton. For the improvement of Worton harbor, Maryland, twelve thousand dollars.

Cambridge. For the improvement of Cambridge harbor, Maryland, ten thousand dollars.

Northeast River. For the improvement of Northeast river, Maryland, ten thousand dollars.

Wicomico River. For the improvement of the Wicomico river [a], Maryland, five thousand dollars.

Schuylkill River. For clearing and improving the channel of the Schuylkill river from its mouth to the Chestnut-street bridge, Philadelphia, Pennsylvania, forty thousand dollars, of which sum sufficient is to be used for removing the rock between Locust street and the said bridge.

Wilmington. For the improvement of Wilmington harbor, Delaware, ten thousand dollars.

Newcastle. For the repair of pier of the ice-harbor at New Castle, Delaware, and for building a new pier at said harbor, twenty-seven thousand dollars.

Delaware River. For the improvement of Delaware river, between Trenton and Bordentown, New Jersey, ten thousand dollars.

Hudson River. For the improvement of the Hudson river, New York, forty thousand dollars.

East River. For the removal of obstructions in the East river, New York, including Hell Gate, two hundred and twenty-five thousand dollars.

Providence River. For the improvement of Providence river, Rhode Island, ten thousand dollars.

Pawtucket River. For the improvement of Pawtucket river, Rhode Island, ten thousand dollars.

Passaic River. For the improvement of the Passaic river, between Newark and Passaic, New Jersey, twenty-five thousand dollars.

Port Chester. For the improvement and removal of rocks in Port Clester [*sic*] harbor, New York, twelve thousand dollars.

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[a] On the eastern shore.

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For the improvement of Roundout harbor, New York, ten thousand dollars. **Rondout.**

For the improvement of the breakwater at Block island, Rhode Island, fifty thousand dollars. **Block Island.**

For the improvement of Pawcatuck river, Rhode Island and Connecticut, ten thousand dollars. **Pawcatuck.**

For the improvemnt of the Thames River, Connecticut, ten thousand dollars. **Thames River.**

For the improvement of the Connecticut river, below Hartford, Connecticut, including Saybrook bar at the mouth of the river, forty thousand dollars. **Connecticut River.**

For the improvement of the Connecticut river on or above Enfield falls and below Holyoke, twenty-five thousand dollars.

For the improvement of New Haven harbor, Connecticut, twenty thousand dollars. **New Haven.**

For the improvement of the Housatonic river, Connecticut, fifteen thousand dollars. **Housatonic River.**

For the improvement of Bridgeport harbor, Connecticut, forty thousand dollars. **Bridgeport.**

For the improvement of Norwalk harbor, Connecticut, between the stone bridge and the railroad drawbridge, ten thousand dollars. **Norwalk.**

For the improvement of Port Jefferson harbor, Long Island, New York, fifteen thousand dollars. **Port Jefferson.**

For the improvement of Peconic river, Long Island, New York, ten thousand dollars. **Peconic River.**

For the improvement of Huntington harbor, Long Island, New York, twenty-two thousand five hundred dollars. **Huntington.**

For the improvement of the Narragaugus river, Maine, ten thousand dollars. **Narraguagus River.**

For the improvement of Sullivan river and Sullivan falls, Maine, twenty-five thousand dollars. **Sullivan River and Falls.**

For the improvement of the Penobscot river, Maine, forty thousand dollars. **Penobscot River.**

For the improvement of the Kennebec river, Maine, eight thousand dollars. **Kennebec River.**

For the improvement of Royals river, Maine, ten thousand dollars. **Royals River.**

For the improvement of Portland harbor and Back bay, Maine, forty-five thousand dollars. **Portland.**

For the improvement of Saco river, Maine, fifteen thousand dollars. **Saco River.**

For the improvement of Richmond's Island, Maine, twenty thousand dollars. **Richmond Island.**

For removing rock in Gloucester harbor, Massachusetts, ten thousand dollars. **Gloucester.**

For the improvement of Boston harbor, Massachusetts, seventy-five thousand dollars. **Boston.**

For the improvement of Taunton river, Massachusetts, ten thousand dollars. **Taunton River.**

For the improvement of Plymouth harbor, Massachusetts, two thousand five hundred dollars. **Plymouth.**

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Edgartown.

For the improvement of Edgartown harbor, Massachusetts, twenty thousand dollars.

Provincetown.

For the improvement of Provincetown harbor, Massachusetts, five thousand dollars.

Wells.

For the improvement of Wells harbor, Maine, five thousand dollars.

Wellfleet.

For removal of rocks at entrance of Wellfleet harbor, Massachusetts, five thousand dollars.

Merrimac River.

For the improvement of the Merrimac river above Haverhill, Massachusetts, twenty-five thousand dollars.

Duxbury.

For the improvement of Duxbury harbor, Massachusetts, ten thousand dollars.

Wareham.

For the improvement of Wareham harbor, Massachusetts, ten thousand dollars.

Lower Willamette River.

For the improvement of the Lower Willamette river, Oregon, fifty thousand dollars.

Upper Columbia River.

For the improvement of the Upper Columbia river, Oregon, fifty thousand dollars.

San Francisco.

For the removal of Rincon rock, in the harbor of San Francisco, California, fifty thousand dollars.

Wilmington.

For the improvement of the breakwater at Wilmington, California, seventy-five thousand dollars.

Tombigbee River.

For the improvement of the Tombigbee river, ten thousand dollars.

1873. c. 233.

New Haven.

For removal of rocks at New Haven harbor, Connecticut, fifteen thousand dollars.

Cocheco River.

For improvement of Cocheco river within the town of Dover, New Hampshire, ten thousand dollars.

Black River.

For improvement of Black River harbor, Ohio, twenty thousand dollars.

Surveys, etc., for improvement of rivers and harbors.

For surveys and examinations, with a view to the improvement of rivers and harbors, one hundred and fifty thousand dollars.

Examinations or surveys, or both, to be made at various points

SEC. 2. That the Secretary of War is hereby directed to cause examinations or surveys, or both, to be made at the following points, namely:

At Keyport harbor, New Jersey; channel between Staten island and New Jersey;

At Cohansey creek, New Jersey;

At Bear creek, Lake Ontario, New York;

At Waddington harbor, New York;

For a breakwater at Rouse's Point, on Lake Champlain, New York;

At Port Austin and Port Crescent, Michigan;

At the mouth of Pensaukie river, Wisconsin;

At Waukegan harbor, Illinois;

The Machias river, Maine;

At Wickford harbor and Newport harbor, Rhode Island;

The east side of Providence river, between Field's point and Fox point, Rhode Island;

At Port Orford, Oregon;

At Estero bay[a], San Louis Obispo county, California;

[a] Known also as El Moro Harbor.

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At the mouths of Nomoni creek and Occoquan river, Virginia;

The bay or sound from Delaware line through Worcester county to Chincoteague inlet, Virginia, with a view to an inlet at or near a place called the Hommacks;

For ship-canal between the waters of Galveston bay and Saline [Sabine] lake, Texas;

Chester river at Kent Island narrows, Maryland;

Saint Francis river, from Greenville down, Missouri;

Gasconade river, Missouri;

Tombigbee river, between Fulton and Columbus, Mississippi;

Harbor of Cedar Keys and channel to same, Florida;

Niantic river, Connecticut;

The bars at the outlet of Sabine pass, Texas;

The Mississippi river between the mouth of the Missouri river and the mouth of the Ohio river;

West end of the pass [Sabine Pass] at and near Blo [Blue] Buck point, Texas;

The bar at the mouth of Sabine river in Sabine lake, and to extend up the main channel of said river to the town of Belzora;

At the mouth of the Nuches [Neches] river, in Sabine lake, and to extend up the main channel of said river to the town of Boonville, at the point where the Angelica [Angelina] river falls into the Nuches [Neches] river, and to extend up the main channel of said river to the town of Pattonia, Texas;

At the mouth of the Trinity river, in Galveston bay, and to extend up the main channel of said river to the town of Magnolia, Texas;

Washington harbor, North Carolina;

Edenton harbor, North Carolina;

Mouth of Mackay's creek, North Carolina;

Chippewa river up to Chippewa falls, Wisconsin;

Harbor at Swanton, Vermont;

Harbor at Galveston, Texas;

At Apalachicola river, from Chattahooche, Florida, to Apalachicola;

At Chattahooche river, from Columbus, Georgia, to Chattahooche, Florida;

At Flint river, from Albany, Georgia, to Chattahooche, Florida;

For survey of breakwater at Milford, Connecticut;

Mouth of Pine river, Michigan;

The harbor of San Diego, California;

Mouth of Grand Calumet river, Indiana;

Great Kanawha river, from the Great falls to the mouth, West Virginia;

To complete the survey of the James river and Kanawha canal;

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For survey of Camden harbor, Maine;

For a sea-wall or breakwater at Trinidad harbor, California;

Of the channel and bank at entrance of Salem harbor;

On Merrimack river, Massachusetts, from Haverhill to Newburyport, including Duck Hole and Currier Shoals;

The New river, from the mouth of Greenbrier, in West Virginia, to the lead mines, in Wythe county, Virginia;

At St. Helena bar, in the Columbia river, Oregon;

For survery [*sic*] for the removal of wrecks of gunboats, steamers, and other obstructions placed in Yazoo river during the war, and for the resurvey of Savannah harbor;

The Delaware river between Trenton and Easton;

For the survey of the river St. Mary's, in Ohio and Indiana;

For the survey of the Minnesota river above the mouth of the Yellow Medicine, Minnesota.

In examinations or surveys Secretary of War to ascertain amount of tonnage of commercial business year previous, etc.

SEC. 3. That in the examinations or surveys of all points mentioned in the foregoing section, the Secretary of War be directed to ascertain, as far as practicable, the amount of tonnage of commercial business during the previous year at each point, together with such other facts as bear upon the question of the contemplated improvement, and that he communicate the same, together with his report of the examination or survey of such point, to Congress:

Proviso.

Provided, That so much of the amount herewith appropriated for the survey of rivers and harbors as is requisite for contingencies, may be used for said purpose.

Approved, June 10, 1872.

Jan. 8, 1873. Vol. 17, p. 406.

CHAP. 19.—An Act To provide for the removal of the sunken wreck which now obstructs the channel-way off Sandy Hook.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of fifteen thousand dollars, or so much thereof as may be necessary, be, and the same hereby is, appropriated, to be expended under the direction of the Secretary of War, out of any money in the treasury not otherwise appropriated, for the purpose of removing the sunken wreck which now obstructs the channel-way off Sandy Hook, New York: *Provided*, That nothing herein contained or any action to be had hereunder shall relieve from liability to repay such expenditure any one responsible for said obstruction.

Appropriation for removal of wreck of schooner *Charles H. Moller*, sunk eastward of Flynns Knoll, between Swash and Main Ship channels, Lower New York Bay, off Sandy Hook, N. J.

Proviso.

Approved, January 8, 1873.

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CHAP. 54.—An Act Authorizing the Secretary of War to contract for the construction of a light-draught snag-boat to ply on the Mississippi, Missouri, and Arkansas rivers.

Jan. 23, 1873. Vol. 17, p. 418.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized to contract for the construction of a light-draught snag-boat to ply on the Mississippi, Missouri, and Arkansas rivers: *Provided*, That said contract shall not require more than twenty-five thousand dollars over and above the amount available for such purpose, to be taken from the next appropriation made for the improvement of said rivers.

Construction of light-draft snag boat may be contracted for.

Cost, and from what appropriation.

Approved, January 23, 1873.

CHAP. 69.—An Act For the relief of Margaret Fillebrown.

Jan. 24, 1873. Vol. 17, p. 717.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is hereby directed to pay Margaret Fillebrown, the widow of the late Henry C. Fillebrown, who lost his life by being drowned in the Coosa river, in the State of Alabama, while engaged in the service of the United States as an engineer, the salary the said Henry C. Fillebrown would have been entitled to have received, from the day of his death, viz.: August eleventh, eighteen hundred and seventy-one, to the end of the fiscal year in which his death occurred, had he remained in said service, being at the rate of two hundred dollars per month.

Payment to Margaret Fillebrown.

Approved, January 24, 1873.

CHAP. 233.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

Mar. 3, 1873. Vol. 17, p. 560.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

Appropriations for repair, etc., of public works on rivers and harbors.

For the purpose of dredging out the bay of Superior from the natural entrance to the docks of Superior and Du Luth and preserving both entrances from the lake thereto, one hundred thousand dollars.

Superior and Duluth.

For the improvement of Marquette harbor, Michigan, fifteen thousand dollars.

Marquette.

For the improvement of Menomonee harbor, Michigan and Wisconsin, twenty-five thousand dollars.

Menominee.

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Green Bay. For the improvement of Green Bay harbor, Wisconsin, twenty thousand dollars.

Two Rivers. For the improvement of Two Rivers harbor, Wisconsin, twenty-five thousand dollars.

Manitowoc. For the improvement of Manitowoc harbor, Wisconsin, twenty thousand dollars.

Sheboygan. For the improvement of Sheboygan harbor, Wisconsin, ten thousand dollars.

Port Washington. For the improvement of Port Washington harbor, Wisconsin, fifteen thousand dollars.

Milwaukee. For the improvement of Milwaukee harbor, Wisconsin, ten thousand dollars.

Racine. For the improvement of Racine harbor, Wisconsin, twenty thousand dollars.

Chicago. For the improvement of Chicago harbor, Illinois, ninety thousand dollars.

Calumet. For the improvement of Calumet harbor, Illinois, forty thousand dollars.

Michigan City. For the improvement of Michigan City harbor, Indiana, fifty thousand dollars.

Fox and Wisconsin Rivers. For the improvement of the Fox and Wisconsin rivers, three hundred thousand dollars.

Manistee. For the improvement of Manistee harbor, Michigan, ten thousand dollars.

Ludington. For the improvement of Ludington harbor, Michigan, twenty-five thousand dollars.

Washington and Georgetown. For the improvement of the harbors of Washington and Georgetown, District of Columbia, fifty thousand dollars.

1872, c. 36; 1874, c. 457. Kanawha River. For the improvement of Great Kanawha river, West Virginia, twenty-five thousand dollars.

White River (Lake). For the improvement of White river harbor, Michigan, seven thousand dollars.

Frankfort. For the improvement of Frankfort harbor, Michigan, ten thousand dollars.

Grand Haven. For the improvement of Grand Haven harbor, Michigan, seventy-five thousand dollars.

Black Lake (Holland). For the improvement of Black Lake harbor, Michigan, twelve thousand dollars.

Saugatuck. For the improvement of Saugatuck harbor, Michigan, ten thousand dollars.

South Haven. For the improvement of South Haven harbor, Michigan, twenty thousand dollars.

Monroe. For the improvement of Monroe harbor, Michigan, fifteen thousand dollars.

Cheboygan. For the improvement of Cheboygan harbor, Michigan, fifteen thousand dollars.

St. Marys Falls Canal. For the improvement of Saint Mary's Falls canal, two hundred thousand dollars.

St. Clair River. For the improvement of Saint Clair river, at the mouth of Black river, fifteen thousand dollars.

Sandbeach (Harbor Beach). For the improvement of harbor of Refuge, on Lake Huron, seventy-five thousand dollars.

Pentwater. For the improvement of Pentwater harbor, Michigan, twenty thousand dollars.

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For the improvement of Saint Clair Flats canal, one hundred thousand dollars. St. Clair Flats Canal.

For the improvement of Toledo harbor, Ohio, one hundred thousand dollars. Toledo.

For the improvement of Sandusky City harbor, Ohio, twenty-five thousand dollars. Sandusky.

For the improvement of Vermillion harbor, Ohio, twelve thousand dollars. Vermillion.

For the improvement of Black River harbor, Ohio, twenty thousand dollars. Black River (Lorain).

For the improvement of Cleaveland harbor, Ohio, one thousand dollars. Cleveland.

For the improvement of Ashtabula harbor, Ohio, sixteen thousand dollars. Ashtabula.

For the improvement of Conneaut harbor, Ohio, four hundred dollars. Conneaut.

For the improvement of Dunkirk harbor, New York, forty thousand dollars. Dunkirk.

For the improvement of Buffalo harbor, New York, seventy-five thousand dollars. Buffalo.

For the improvement of Olcott harbor, New York, ten thousand dollars. Olcott.

For the improvement of Oak Orchard harbor, New York, ten thousand dollars. Oak Orchard.

For the improvement of Pultneyville harbor, New York, ten thousand dollars. Pultneyville.

For the improvement of Little Sodus harbor, New York, fifteen thousand dollars. Little Sodus.

For the improvement of Oswego harbor, New York, one hundred thousand dollars. Oswego.

For the improvement of Waddington harbor, New York, ten thousand dollars. Waddington.

For the improvement of Ogdensburgh harbor, New York, six thousand dollars. Ogdensburg.

For the improvement of Plattsburgh harbor, New York, ten thousand dollars. Plattsburg.

For the improvement of Swanton harbor, Vermont, fifteen thousand dollars. Swanton.

For the removal of a sand-bar in the harbor at the mouth of Black river, New York, five thousand dollars, or so much thereof as may be necessary. Mouth of Black River.

For the improvement of Peconic river, Long Island, New York, ten thousand dollars. Peconic River.

For the improvement of Burlington harbor, Vermont, twenty-five thousand dollars. Burlington.

For the preservation of the falls of Saint Anthony, Minnesota, and the navigation of the Mississippi river above the same, fifty thousand dollars. Falls of St. Anthony and Mississippi River.

For the improvement of the Minnesota river, Minnesota, ten thousand dollars: *Provided*, That one half of said sum shall be expended between the mouth of the Yellow Medicine and Minnesota falls on said river. Minnesota River. *Proviso.*

For construction of the lock and dam on the Mississippi river, at Meeker's Island, Minnesota, according to the Lock and dam at Meekers Island.

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surveys and plans of the War Department, twenty-five thousand dollars: *Provided*, That all rights and claims in and to the land-grant made to the State of Minnesota for the above work, by act approved July twenty-third, eighteen hundred and sixty-eight, shall be fully relinquished to the United States before any of this appropriation is expended.

Rights of Minnesota to be first relinquished. 1868, c. 228.

Upper Mississippi River.

For the improvement of the Upper Mississippi river, twenty-five thousand dollars.

Illinois River.

For the improvement of the Illinois river, one hundred thousand dollars.

Des Moines Rapids.

For the improvement of the Des Moines rapids, Mississippi river, four hundred thousand dollars.

Rock Island Rapids.

For the improvement of the Rock Island rapids, Mississippi river, fifty thousand dollars.

Harbor of refuge, Sturgeon Bay Canal.

For the improvement of the harbor of Refuge at the entrance of the Sturgeon Bay canal, forty thousand dollars.

Mississippi, Missouri, and Arkansas rivers.

For the improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred thousand dollars.

Yazoo River.

For improvement of Yazoo river, forty thousand dollars.

Tombigbee River. 1872, c. 416.

The ten thousand dollars appropriated at the second session of the Forty-second Congress for the improvement of the Tombigbee river shall be expended in the State of Mississippi.

Osage River.

For the improvement of the Osage river, Missouri, twenty-five thousand dollars.

White and St. Francis rivers.

For the improvement of the White and Saint Francis rivers, fifty thousand dollars.

Ouachita River.

For the improvement of the Ouachita river, in Louisiana, sixty thousand dollars.

Mississippi River.

For the improvement of the Mississippi river between the mouth of the Missouri river and the mouth of the Ohio river, two hundred thousand dollars.

Ohio River.

For the improvement of the Ohio river, two hundred thousand dollars.

Godfrey Weitzell to adjust and pay legal, etc., claims of J. C. Dennis.

And that Godfrey Weitzell of the corps of engineers, United States army, in charge of the Louisville and Portland canal, is hereby empowered and directed, subject to the approval of the chief of engineers of said corps, to adjust and pay, out of any money appropriated for the improvement of said canal, to J. C. Dennis any legal or equitable claims he may have against the United States arising out of work done by him under Hugh McGlincy and Company's contract to perform work on said canal, in the years eighteen hundred and seventy-one and eighteen hundred and seventy-two; and said Godfrey Weitzell is further authorized and directed to pay to said J. C. Dennis, in addition to the amount above provided for, such other sums as said Weitzell shall find that said Dennis is legally or equitably entitled to as assignee of Hugh McGlincy and Company for work done by said Dennis on said improvement: *Provided*, That such sums shall not exceed the amount due and owing by the government of the United States for work done under said contract of Hugh McGlincy and Com-

Further sums as assignee.

Amount not to exceed what the United States owes under contract with Hugh McGlincy & Co.

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pany, and that the sums thus received of Weitzell shall be in full of the claim of said McGlincy and Company under their contract, and in full of the claim of said Dennis as the assignee of said firm.

For completing the Louisville and Portland canal, one hundred thousand dollars; and the Secretary of the Treasury is authorized and directed to assume, on behalf of the United States, the control and management of the said canal in conformity with the terms of the joint resolution of the legislature of the State of Kentucky, approved March twenty-eight, eighteen hundred and seventy-two, at such time and in such manner as in his judgment the interests of the United States, and the commerce thereof, may require; and the sum of money necessary to enable the Secretary of the Treasury to carry this provision into effect is hereby appropriated: *Provided*, That after the United States shall assume control of said canal, the tolls thereon on vessels propelled by steam shall be reduced to twenty-five cents per ton, and on all other vessels in proportion[a]. Louisville and Portland Canal; United States to assume control, etc. Appropriation. 1874, c. 165. Tolls to be reduced.

For the improvement of the Upper Monongahela river, near Morgantown, West Virginia, sixty-six thousand dollars. Upper Monongahela River.

For the improvement of the Cumberland river below Nashville, Tennessee, twenty-five thousand dollars. Cumberland River.

For the improvement of the Wabash river, Indiana and Illinois, fifty thousand dollars. Wabash River.

For the improvement of the Tennessee river below Chattanooga, including the Muscle shoals, one hundred thousand dollars. Tennessee River.

For the improvement of the Tennessee river, above Chattanooga, twenty-five thousand dollars.

For the improvement of the mouth of the Mississippi river, one hundred and twenty-five thousand dollars. Mouth of Mississippi River.

For removing the raft in Red river, Louisiana, eighty thousand dollars. Removing raft in Red River.

For the improvement of Cypress bayou, and construction of dams, and dredging at the foot of Soda lake, Texas, fifty thousand dollars. Cypress Bayou and dams.

For the improvement of Mobile harbor and bay, Alabama, one hundred thousand dollars. Mobile Harbor and Bay.

For completing work now in progress in improving Charleston harbor, South Carolina, five thousand dollars. Charleston.

For the improvement of Savannah harbor and river, Georgia, fifty thousand dollars. Savannah Harbor and River.

For the improvement of Saint John's river, Florida, ten thousand dollars. St. Johns River.

For the improvement of the entrance to the harbor of Baltimore, in Patapsco river and Chesapeake bay, two hundred thousand dollars. Baltimore.

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[a] The amount expended in carrying into effect the provisions of this paragraph and of those of the act approved May 11, 1874, on the same subject, was $1,675,354.31, exclusive of the expenditure of the whole of the specific appropriation of $100,000, provided in the above paragraph for completing the canal.

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Wicomico River.

For the improvement of the Wicomico river [a], Maryland, five thousand dollars.

Cambridge.

For the improvement of Cambridge harbor, Maryland, five thousand dollars.

Chester River.

For the improvement of Chester river at Kent Island narrows, Maryland, fifteen thousand dollars.

Aquia Creek.

For the improvement of Aquia creek, Virginia, two-thousand dollars.

Occoquan River.

For the improvement of the mouth of Occoquan river, Virginia, five thousand dollars.

Nomini Creek.

For the improvement of the mouth of Nomoni creek, Virginia, ten thousand dollars.

Rappahannock River.

For the improvement of the Rappahannock river below Fredericksburgh, Virginia, fifteen thousand dollars.

James River.

For the improvement of the James river, Virginia, seventy-five thousand dollars.

Elizabeth River.

For the improvement of the south branch of Elizabeth river, Virginia, fifteen thousand dollars.

Appomattox River.

For the improvement of the Appomattox river below Petersburgh, Virginia, thirty thousand dollars.

Nansemond River.

For the improvement of Nansemond river, Virginia, fifteen thousand dollars.

Roanoke River.

For the improvement of Roanoke river, below Weldon, North Carolina, ten thousand dollars.

Cape Fear River.

For the improvement of Cape Fear river below Wilmington, North Carolina, one hundred thousand dollars.

Wilmington, Del.

For the improvement of Wilmington harbor, Delaware, six thousand dollars.

Delaware River.

For the improvement of the channel of the Delaware river, at Fort Mifflin bar, fifty thousand dollars.

Work not to be commenced until, etc. 1875, c. 134.

For the improvement of the channel of the Delaware river at and near the Horse-Shoe shoals, fifty thousand dollars; the work not to be commenced until an examination and survey has been made by a board of engineers of the United States army, appointed by the Secretary of War, and a favorable report upon the feasibility and expense of the plan adopted for the prevention and removal of the obstructions.

Schuylkill River.

For the improvement of the channel of the Schuylkill river, Pennsylvania, forty thousand dollars, of which amount a portion shall be used for commencing the removal of the rocks at and near South street wharf.

Broadkill River.

For the improvement of Broadkiln river, Delaware, ten thousand dollars.

Ice harbor at Newcastle.

For building an additional pier for the ice-harbor at New Castle, Delaware, twenty thousand dollars.

South River.

For the improvement of South river, New Jersey, five thousand dollars.

Shrewsbury River.

For the improvement of the North and South branches of Shrewsbury river, New Jersey, five thousand dollars.

Delaware River.

For the improvement of Delaware river between Trenton and Bordentown, New Jersey, fifteen thousand dollars.

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[a] On the eastern shore.

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For the improvement of Hudson river, New York, forty thousand dollars. Hudson River.

For removing obstructions in East river, New York, including Hell Gate, two hundred and twenty-five thousand dollars. East River and Hell Gate.

For the improvement of Passaic river, New Jersey, twenty-five thousand dollars. Passaic River.

For the improvement of East Chester creek, New York, twenty-five thousand dollars. East Chester Creek.

For the improvement of Rondout harbor, Hudson river, New York, twenty thousand dollars. Rondout.

For the improvement of Pawtucket river, Rhode Island, ten thousand dollars. Pawtucket River.

For the improvement of Providence river, Rhode Island, ten thousand dollars. Providence River.

For dredging at the entrance of Newport harbor, Rhode Island, and for a jettee on the south end of Goat island, eight thousand five hundred dollars. Newport.

For the improvement of Cohansey creek, New Jersey, ten thousand dollars. Cohansey Creek.

For the improvement of harbor at Block island, Rhode Island, fifty thousand dollars. Block Island.

For the improvement of Wickford harbor, Rhode Island, five thousand dollars. Wickford.

For the improvement of Pawcatuck river, Rhode Island and Connecticut, ten thousand dollars. Pawcatuck River.

For the improvement of Connecticut river, below Hartford, Connecticut, twenty thousand dollars. Connecticut River.

For the improvement of Connecticut river above Hartford, and below Enfield falls, twenty thousand dollars.

For the improvement of New Haven harbor, Connecticut, twenty-five thousand dollars. New Haven.

For the improvement of Housatonic river, Connecticut, ten thousand dollars. Housatonic River.

For the improvement of Bridgeport harbor, Connecticut, thirty thousand dollars. Bridgeport.

For the improvement of Norwalk harbor, Connecticut, ten thousand dollars. Norwalk.

For the improvement of Stonington harbor, Connecticut, by deepening and dredging the same and its approaches, twenty-five thousand dollars. Stonington.

For the improvement of Saint Croix river above the "ledge," Maine, ten thousand dollars. St. Croix River.

For the improvement of Machias river, Maine, twelve thousand dollars. Machias River.

For the improvement of Camden harbor, Maine, ten thousand dollars. Camden.

For the improvement of Penobscot river, Maine, twenty thousand dollars. Penobscot River.

For the improvement of Kennebec river, Maine, twelve thousand dollars. Kennebec River.

For the improvement of Portland harbor, Maine, fifty thousand dollars. Portland.

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Richmond Island.

For the improvement of Richmond island, Maine, sixty thousand dollars.

Cocheco River.

For the improvement of Cocheco river, New Hampshire, ten thousand dollars.

Merrimac River.

For the improvement of Merrimac river, Massachusetts, twenty-five thousand dollars.

Boston Harbor, and Deer and Lovells islands.

For the improvement of Boston harbor, Massachusetts, including Deer and Lovell's islands, one hundred and fifty thousand dollars.

Duxbury.

For the improvement of the South channel at entrance of Duxbury harbor, Massachusetts, ten thousand dollars.

Plymouth.

For the improvement of Plymouth harbor, Massachusetts, three thousand dollars.

Provincetown.

For the improvement of Provincetown harbor, Massachusetts, six thousand dollars.

Hyannis.

For the improvement of Hyannis harbor, Massachusetts, ten thousand dollars.

Wareham.

For the improvement of Wareham harbor, Massachusetts, ten thousand dollars.

Taunton River.

For the improvement of Taunton river, Massachusetts, ten thousand dollars.

Salem.

For removing sand-bar forming at the entrance of Salem harbor, Massachusetts, fifteen thousand dollars.

Lower Willamette and Columbia rivers.

For the improvement of the Lower Willamette and Columbia rivers, from Portland, Oregon, to the sea, twenty thousand dollars.

Upper Willamette River.

For the improvement of the Upper Willamette river, Oregon, three thousand dollars.

Breakwater at Wilmington, Cal.

For the improvement of breakwater at Wilmington, California, one hundred and fifty thousand dollars.

Surveys, examinations, etc.

For surveys and examinations, and contingencies of rivers and harbors, one hundred and twenty-five thousand dollars.

Examinations or surveys, or both, to be made at various points.

SEC. 2. That the Secretary of War is hereby directed to cause examinations or surveys, or both, to be made at the following points, namely:

At the outlet of point Judith lake, Rhode Island;

At Crow shoals, Delaware bay, near Cape May light, New Jersey, for an artificial harbor or breakwater;

Harlem river, near the East river, New York, for removal of rocks therefrom;

Of the piers and connecting bridges at Chester, Pennsylvania;

The Penobscot river, from Oldtown to Medway and vicinity, Maine;

The Galena river, from its mouth to upper bridge in city of Galena, Illinois;

The harbor at Fall River, Massachusetts, for removal of rocks therefrom;

At Wood's hole, in Buzzard's bay, Massachusetts, for removal of rocks therefrom;

Old House channel to main channel of Pamlico sound, North Carolina;

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The harbor of Washington, North Carolina;

At bayou Lafourche, Louisiana, from Lafourche crossing to the mouth;

From mouth of Red River down Atchafalaya river to Brashear in Louisiana;

At the entrance of Matagorda bay and the channel to Indianola, Texas;

Pine river, Saint Clair county, Michigan;

Monistique [Manistique] harbor, Lake Michigan;

Sebawing [Sebewaing] river, Michigan;

Yamhill river, Oregon;

The mouth of the Coquille river, Oregon;

Red river, from Morehead to Pembina;

At the mouth of Kewaunee river, Wisconsin;

At Elk river, Maryland, below Elkton;

At Raritan river, New Jersey, below New Brunswick, including the shoals called the Middle Ground;

The Youghiougheny river, Pennsylvania;

Aroostook river, Maine, for improvement of the channel;

At San Antonio creek, San Francisco bay, California;

Santa Cruz, California;

Estero bay[a], near Santa Barbara, California.

Extension of Chesapeake and Ohio Canal.

And not to exceed five thousand dollars of the above appropriation may be expended in an exploration of routes for the extension of the Chesapeake and Ohio canal to the Ohio river, by the north and south branches of the Potomac river.

Connecting inland waters along Gulf of Mexico from, etc.

For connecting the inland waters along the margin of the Gulf of Mexico, from Donaldsonville, in Louisiana, to the Rio Grande river, in Texas, by cuts and canals, not to exceed twenty thousand dollars of the amount herein appropriated for surveys of rivers and harbors;

At Great Pee Dee River, from Pine Bluff to Cheraw, South Carolina;

At Ashley river, South Carolina;

At Cleveland, Ohio, for the construction of a harbor of refuge;

At Forked Deer river, below Dyersburg, Tennessee;

At harbor at Wilson, on Lake Ontario, New York;

At East Pascagoula harbor, Mississippi sound;

At Portsmouth harbor, New Hampshire, for breakwater between Gerrish's island and Wood island;

In Ipswich bay, Massachusetts, at Hodgkins' cove, to ascertain the practicability of a harbor of refuge by building a breakwater there.

Inquiry and report upon practicability of bridging channel between lakes Huron and Erie.

SEC. 3. That the Secretary of War is hereby authorized and required to detail from the engineer corps, one or more engineers, whose duty it shall be to inquire into and report upon the practicability of bridging, consistently with the interests of navigation, the channel between Lake Huron and Lake Erie, at such points as may be needful for the passing of railroad trains across said channel, and also its

[a] Known also as El Estero.

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Amount of navigation in channel; extent of spans.

effect upon the navigation of the same; and further, to inquire into the number and character of the vessels navigating said channel, and the number of trips made by each, and, if said bridging be practicable, to report what extent of span or spans and elevation above the water will be required in the construction of such bridge or bridges, so as not seriously to injure the navigation of said channel.

Appropriation for pier at Lewes, Del., extended. 1870, c. 292, § 12; 1871, c. 21, § 10; 1872, c. 172, § 4.

SEC. 4. That the appropriation for building the pier at Lewes, Delaware, contained in the act approved July fifteenth, eighteen hundred and seventy, an act entitled "An act making appropriations for sundry civil expenses of the Government for the year ending June thirtieth, eighteen hundred and seventy-one, and for other purposes," be, and the same is hereby, extended until June thirtieth, eighteen hundred and seventy-four.

Approved, March 3, 1873.

Mar. 3, 1873. Vol. 17, p. 606.

CHAP. 278.—An Act For the protection of owners of saw-mills on the Mississippi River.

R. S. 5254.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the owners of saw-mills on the Mississippi River[a] be, and they hereby are, authorized and empowered, under the direction of the Secretary of War, to construct or build piers or cribs in front of their mill property on the banks of said river, for the protection of their mills and rafts against damage by floods and ice: *Provided however,* That the piers or cribs so constructed shall not interfere with or obstruct the navigation of said river: *Provided further,* That in case by reason of the shifting of the channel of the said river, or from any other cause, the piers or cribs, the construction of which are authorized by this act shall be found to obstruct the navigation of said river at any time, the government expressly reserves the right to remove, or direct the removal of any such piers or cribs at the cost and expense of the owners thereof.

Owners of sawmills on Mississippi River may build cribs to protect mills and rafts. Amended 1882, c. 112. *Post,* p. 357.

Navigation not to be obstructed.

Right to remove cribs reserved.

Approved, March 3, 1873.

Mar. 3, 1873. Vol. 17, p. 627.

CHAP. 323.—An Act Extending the time for the completion of the Portage Lake and Lake Superior Ship Canal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the Portage Lake and Lake Superior ship canal be and the same is hereby extended to the first day of December, anno Domini eighteen hundred and seventy-three.

Time for completing Portage Lake and Lake Superior Ship Canal extended. 1865, c. 102; 1866, c. 161; 1869, res. 16; 1871, res. 47; 1872, c. 66.

Approved, March 3, 1873.

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[a] Amended by act approved May 1, 1882, to include St. Croix River, Wisconsin and Minnesota.

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CHAP. 335.—An Act For the relief of Horace Tyler.

Mar. 3, 1873. Vol. 17, p. 740.

Payment to Horace Tyler for work at Southwest Pass, Mississippi River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury, out of any money in the treasury not otherwise appropriated, do pay to Horace Tyler, of New Orleans, of the State of Louisiana, the sum of thirty-four thousand nine hundred and eighty-eight dollars and fifty-three cents, in full satisfaction for all work done by him or by his authority on the bar at the mouth of the southwest pass of the mouth of the Mississippi river, and for all claims under and by virtue of a contract entered into between him and Brevet Lieutenant-Colonel M. D. McAlester, of the date of fifth November, eighteen hundred and sixty-six.

Approved, March 3, 1873.

CHAP. 371.—An Act For the relief of Orville J. Jennings.

Mar. 3, 1873. Vol. 17, p. 772.

Payment to Orville J. Jennings for work in Dunkirk Harbor, N. Y.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to Orville J. Jennings, of Fulton, New York, out of any money in the treasury not otherwise appropriated, the sum of eight thousand one hundred and thirty-two dollars and ninety-five cents, in full for work performed in removing what was known as the "debris of the old outer breakwater," in the harbor of Dunkirk, New York, under a contract with Captain F. Harwood, of the engineer corps, United States Army, dated the thirtieth day of December, eighteen hundred and sixty-eight.

Approved, March 3, 1873.

CHAP. 39.—An Act To dredge and protect the navigable channel at the mouth of Buffalo River against the sand-bar formed by the gale of December, eighteen hundred and seventy-three.

Feb. 25, 1874. Vol. 18, pt. 3, p. 18.

Appropriation for dredging in Buffalo Harbor, N. Y.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, the sum of twenty thousand dollars, to be expended by the Secretary of War for the purpose of dredging and protecting the navigable channel at the mouth of Buffalo River, and of removing the sand-bar formed by the great gale of December last at that point, said sum to be available upon the passage of this act.

Approved, February 25, 1874.

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Feb. 27, 1874. Vol. 18, pt. 3, p. 532.

CHAP. 41.—An Act For the relief of Henry S. Welles.

Payment to H. S. Welles for expenditures made under contract for improving Savannah Harbor, Ga.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay Henry S. Welles one hundred and ninety-three thousand one hundred and thirty-two dollars and ninety-six cents[a], out of any moneys in the Treasury not otherwise appropriated, for expenditures made by him under his contracts of May first and July fifth, eighteen hundred and sixty-six, for removing obstructions from the Savannah river, and improving the harbor, prior to the date of the annulment of said contracts by the Secretary of the Treasury, which said sum shall be in full satisfaction to said Welles for all claims referred to in the report and recommendation from the Secretary of War.

Approved, February 27, 1874.

Apr. 3, 1874. Vol. 18, pt. 3, p. 26.

CHAP. 75.—An Act To improve the mouth of the Mississippi River.

Appropriation for mouth of Mississippi River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of thirty thousand dollars, to be expended by the Secretary of War at the mouth of the Mississippi River; said sum to be available from and after the passage of this act.

Approved, April 3, 1874.

May 11, 1874. Vol. 18, pt. 3, p. 43.

CHAP. 165.—An Act Providing for the payment of the bonds of the Louisville and Portland Canal Company.

Payment of debts of Louisville and Portland Canal Company continued. 1873, c. 233.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the appropriations made by the act approved March third, eighteen hundred and seventy-three, entitled "An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes," for the payment of the debts of the Louisville and Portland Canal Company, are hereby continued in full force, and are made permanently applicable to the payment of the debts of the said Louisville and Portland Canal Company; and so much as may be necessary shall be applied to the payment of the interest as it accrues, and the principal of the outstanding bonds of the said company as they mature: *Provided, however,* That the Secretary of the Treasury may purchase and pay for any of said bonds, at the market price.

Purchase of bonds.

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[a] The records of this office credit this entire appropriation to Savannah Harbor.

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not above par, whenever he deems it for the interest of the United States[a].

Secretary of War to take possession.

SEC. 2. That after thirty days from the passage of this act the Secretary of War is hereby authorized and directed to take possession of the said Louisville and Portland Canal, and all the property, real and personal, of said company, as the property of the United States, as provided for by the act of the general assembly of the State of Kentucky, approved February twenty-second, eighteen hundred and forty-four, entitled "An act to amend an act entitled 'An act to amend the charter of the Louisville and Portland Canal Company,' approved January twenty-first, eighteen hundred and forty-two," conceding jurisdiction over said canal to the United States, subject however, to the mortgage-lien on said property in favor of the trustees under said mortgage and the holders of the bonds issued under it; and the Secretary of the Treasury is hereby authorized to pay the directors of said company for the stock held by them, which payment shall be made forthwith by the Secretary of the Treasury, being the sum of one hundred dollars to each director, with interest thereon at six per centum per annum since the ninth day of February, eighteen hundred and sixty-four; and he is authorized and directed to cause a careful and full examination of all the receipts and disbursements of the said company to be made, and to collect, and, if necessary, to sue for, any money due to or held for the said company by the directors of said company, or the trustees under said mortgage, or by any person whatever. And said Secretary of the Treasury is hereby directed and empowered, immediately upon the passage of this act to give public notice in such manner as, in his judgment, will best effect the purpose, to all persons and corporations having debts of any nature against said Louisville and Portland Canal Company, except the bonded debt thereof, to present them to him on or before the first day of July, eighteen hundred and seventy-five; and any such debt not presented on or before said day shall be forever barred. And said Secretary is hereby directed and authorized to examine, audit, and, in his discretion, allow such debts, or any of them, being hereby vested with any power necessary to that end; and he shall embrace his action in the premises in his succeeding annual report: *Provided, however*, That no sum of money shall be paid by the Secretary of the Treasury on account of any claim for either city or State taxes assessed, or to be hereafter assessed, against said company, or against the said canal property, or any of its appendages.

Purchase of certain stock.

Examination of accounts.

Debts due company to be collected.

Debts of company to be presented to Secretary of Treasury on or before July 1, 1875.

Debts to be examined, audited, and allowed.

Report to Congress.

No payment for taxes.

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[a] The amount expended in carrying into effect the provisions of this act and of those of the act approved March 3, 1873, on the same subject was $1,675,354.31, exclusive of the expenditure of the whole of the specific appropriation of $100,000 provided by the last-named law for completing the canal.

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Use of canal to be free, except.

SEC. 3. That the said canal and property appertaining thereto shall be held for the common use and benefit of the people of the United States, free of all tolls and charges except such as are necessary to pay the current expenses of said canal, and to keep the same in repair; and for the present year they shall be at the rate of ten cents per ton capacity on vessels propelled by steam and five cents per ton on other vessels; and to ascertain what rates will pay current expenses after the present year, the Secretary of War shall, on the first Monday of January of each year, ascertain from the expenses of the previous year what tolls will probably pay the expenses of the current year; and he shall fix and declare the rate of tolls thus ascertained to be charged for the current year; and, until otherwise provided by law, the Secretary of War shall provide for the superintendence, management, and repair of said canal, and may apply the tolls so received, as far as may be necessary, to pay the current expenses of said canal; and he shall, in his next annual report, set forth such receipts and expenditures and the condition of said canal with a view to such legislation as may be necessary for the superintendence and management thereof; but no expenditure nor contract for expenditure of money shall be made under the authority of this section in any one year to an amount greater than the amount which may be received during such year from tolls on said canal.

Tolls for present year.

Future tolls.

Superintendence, etc.

Report to Congress.

Restriction on expenditure.

Trustees of mortgage bonds may commence proceedings making United States party.

SEC. 4. That if at any time it becomes necessary to enforce the lien of the mortgage upon said canal-property for the benefit of the bondholders, it shall be lawful for the trustees named in said mortgage, or any other trustees who may be appointed in pursuance of the laws of Kentucky, to commence proceedings therein in any court having jurisdiction thereof, with notice to the United States as terre tenant pro forma, and serve process upon any officer of the United States who shall have the superintendence of said canal, whose duty it shall be to notify the Attorney-General of the United States of such service; whereupon said Attorney-General shall enter an appearance in said case, and take all necessary steps to represent and defend the interests of the United States in such proceedings, so that the same may be conducted in the same manner and with the like effect as if the said Louisville and Portland Canal Company were still in existence as a corporation.

Approved, May 11, 1874.

June 1, 1874. Vol. 18, pt. 3, p. 50.

CHAP. 201.—An Act To facilitate the execution of, and to protect certain public works of improvement at the mouth of the Mississippi River.

Secretary of War to assume control of channel at mouth of Mississippi.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act the Secretary of War is directed to assume full control over the particular channel at the mouth of the Mississippi

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River in course of excavation or improvement by the Government of the United States, so far as may be necessary to the carrying on and protection of such excavation and improvement, and until the same be completed, and he may establish such regulations respecting the use of, or passage through, such channel as he shall deem needful to fully protect the channel and to facilitate the excavation, improvement and use thereof. Such regulations shall be promulgated by publication thereof for ten days consecutively in two daily papers published in New Orleans, Louisiana, and the same may in like manner be changed from time to time; and any person interfering with, or obstructing, or attempting to obstruct the said improvements, and any person who shall willfully or negligently strand or sink any boat or craft in said channel, or who shall willfully, or negligently obstruct said channel, or cause any impairment injury, filling up, or shoaling therein, shall be guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding, five hundred dollars, or imprisonment for not more than six months, or both, in the discretion of the court.

May establish regulations.

Promulgation.

Penalty for interference, obstruction, etc.

Approved, June 1, 1874.

CHAP. 328.—An Act Making appropriations for the legislative, executive, and judicial expenses of the Government for the year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes.

June 20, 1874. Vol. 18, pt. 3, p. 85.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

SEC. 5. That from and after the first day of July, eighteen hundred and seventy-four, and of each year thereafter, the Secretary of the Treasury shall cause all unexpended balances of appropriations which shall have remained upon the books of the Treasury for two fiscal years to be carried to the surplus fund and covered into the Treasury: *Provided*, That this provision shall not apply to permanent specific appropriations, appropriations for rivers and harbors, * * * but the appropriations named in this proviso shall continue available until otherwise ordered by Congress, * * * *And provided further*, That this section shall not operate to prevent the fulfillment of contracts existing at the date of the passage of this act; and the Secretary of the Treasury shall, at the beginning of each session, report to Congress, with his annual estimates, any balances of appropriations for specific objects affected by this section that may need to be re-appropriated.

Unexpended balances of appropriations remaining for two years to be covered into Treasury.

Certain specific appropriations excepted.

Appropriations available until otherwise ordered by Congress.

Existing contracts not affected.

Secretary of Treasury to report balances, etc., annually to Congress.

Approved, June 20, 1874.

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June 22, 1874. Vol. 18, pt. 3, p. 199.

CHAP. 411.—An Act To provide for the appointment of a Commission of Engineers to investigate and report a permanent plan for the reclamation of the alluvial basin of the Mississippi River subject to inundation.

Commission of Engineers to examine alluvial basin of Mississippi.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized and directed to assign three officers of the Corps of Engineers, United States Army, and to appoint two civil engineers eminent in their profession and who are acquainted with the alluvial basin of the Mississippi River, to serve as a board of commissioners; the president of said board to be designated by the President of the United States. It shall be the duty of said commission to make a full report to the President of the best system for the permanent reclamation and redemption of said alluvial basin from inundation, which report the President shall transmit to Congress at its next session with such recommendations as he shall think proper.

Designation of president of Commission.

Duty of Commission.

Report to Congress.

Compensation of members appointed from civil life.

Secretary.

Traveling expenses, how paid.

SEC. 2. That the members of the commission who may be appointed from civil life shall receive compensation at the rate of five thousand dollars per annum. The commission may employ a secretary at a rate of compensation not exceeding two hundred dollars per month for the time he is employed, and the necessary traveling expenses of the members of said commission not officers of the Army, and of the secretary, shall be paid upon the approval of bills for the same by the Secretary of War.

Appropriation, how to be disbursed.

SEC. 3. That the sum of twenty-five thousand dollars, or so much thereof as may be necessary to carry into effect the foregoing provisions is hereby appropriated, and shall be subject to disbursement by the Secretary of War in accordance with the provisions of this act.

Approved, June 22, 1874.

June 23, 1874. Vol. 18, pt. 3, p. 204.

CHAP. 455.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, and for other purposes.

Sundry civil expenses for year ending June 30, 1875.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and seventy-five, namely:

* * * * *

Resurvey of Au Sable River.

For a resurvey of the Au Sable River, Michigan, and establishing dock-lines, not exceeding one thousand dollars, to be paid for from unexpended balance of appropriation heretofore made for the improvement of said river.

* * * * *

Approved, June 23, 1874.

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CHAP. 457.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes. June 23, 1874. Vol. 18, pt. 3, p. 237.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

For continuing the improvement of the entrance to the inner harbor of Du Luth, ten thousand dollars. Duluth.

For continuing the improvement of the harbor at Ontonagon, twenty-three thousand dollars. Ontonagon.

For continuing the improvement of the harbor at Marquette, fifteen thousand dollars. Marquette.

For continuing the improvement of the Fox and Wisconsin Rivers, three hundred thousand dollars. Not exceeding twenty-five thousand dollars of the above may be used for the purchase of such real estate as may be required for the right of way, or for flowing, in the completion of the Fox and Wisconsin improvement. Fox and Wisconsin rivers. Part, how used.

For continuing the improvement of the harbor at Green Bay, Wisconsin, ten thousand dollars. Green Bay.

For continuing the improvement of the harbor at Menomonee, Michigan and Wisconsin, twenty-five thousand dollars. Menominee.

For continuing the improvement of the harbor of refuge at the entrance of the Sturgeon Bay canal, ten thousand dollars. Sturgeon Bay Canal.

For continuing the improvement of the harbor at Two Rivers, Wisconsin, fifteen thousand dollars. Two Rivers.

For continuing the improvement of the harbor at Manitowoc, Wisconsin, ten thousand dollars. Manitowoc.

For continuing the improvement of the harbor at Sheboygan, Wisconsin, ten thousand dollars. Sheboygan.

For continuing the improvement of the harbor at Port Washington, Wisconsin, ten thousand dollars. Port Washington.

For continuing the improvement of the harbor at Racine, Wisconsin, ten thousand dollars. Racine.

For continuing the improvement of the harbor at Kenosha, Wisconsin, ten thousand dollars. Kenosha.

For continuing the improvement of the harbor at Chicago, seventy-five thousand dollars. Chicago.

For continuing the improvement of the harbor of Calumet, Illinois, twenty-five thousand dollars. Calumet.

For continuing the improvement of the harbor at Michigan City, Indiana, fifty thousand dollars. Michigan City.

For continuing the improvement of the harbor at Frankfort, Michigan, ten thousand dollars. Frankfort.

For continuing the improvement of the harbor at Manistee, Michigan, ten thousand dollars. Manistee.

For continuing the improvement of the harbor at Ludington, Michigan, twenty thousand dollars. Ludington.

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White River (Lake). For continuing the improvement of the harbor at White River, Michigan, ten thousand dollars.

Muskegon. For continuing the improvement of the harbor at Muskegon, Michigan, ten thousand dollars.

Grand Haven. For continuing the improvement of the harbor at Grand Haven, Michigan, fifty thousand dollars.

Black Lake (Holland). For continuing the improvement of the harbor at Black Lake, Michigan, fifteen thousand dollars.

Saugatuck. For continuing the improvement of the harbor at Saugatuck, Michigan, ten thousand dollars.

South Haven. For continuing the improvement of the harbor at South Haven, Michigan, ten thousand dollars.

St. Joseph. For continuing the improvement of the harbor at Saint Joseph, Michigan, two thousand dollars.

St. Marys River, etc. For continuing the improvement of Saint Mary's River and Saint Mary's Falls Canal, two hundred thousand dollars.

Cheboygan. For continuing the improvement of the harbor at Cheboygan, Michigan, fifteen thousand dollars.

St. Clair River. For continuing the improvement of the Saint Clair River at the mouth of Black River, fifteen thousand dollars.

Sandbeach (Harbor Beach). For continuing the improvement of the harbor of refuge, Lake Huron, seventy-five thousand dollars.

Monroe. For continuing the improvement of the harbor at Monroe, Michigan, ten thousand dollars.

Detroit River. For removing bowlders and rock from the Détroit River, partly in Canadian waters, twenty-five thousand dollars.

Toledo. For continuing the improvement of the harbor at Toledo, Ohio, seventy-five thousand dollars.

Sandusky. For continuing the improvement of the harbor at Sandusky City, Ohio, twenty-five thousand dollars.

Huron. For continuing the improvement of the harbor at Huron, Ohio, one thousand five hundred dollars.

Vermilion. For continuing the improvement of the harbor at Vermillion, Ohio, three thousand dollars.

Black River (Lorain). For continuing the improvement of the harbor at Black River, Ohio, twenty thousand dollars.

Cleveland. For continuing the improvement of the harbor at Cleveland, Ohio, thirty thousand five hundred dollars.

Grand River (Fairport). For continuing the improvement of the harbor at Grand River, Ohio, twenty thousand dollars.

Ashtabula. For continuing the improvement of the harbor at Ashtabula, Ohio, thirty-five thousand dollars.

Conneaut. For continuing the improvement of the harbor at Conneaut, Ohio, one thousand five hundred dollars.

Rocky River. For preserving and continuing the work upon the pier at Rocky River, Ohio, ten thousand dollars.

Dunkirk. For continuing the improvement of the harbor at Dunkirk, New York, thirty-five thousand dollars.

Erie. For the improvement of the harbor at Erie, Pennsylvania, twenty thousand dollars.

Buffalo. For continuing the improvement of the harbor at Buffalo, New York, seventy-five thousand dollars; and the Secretary of War is authorized to remove and prevent accumulations of sand at the entrance to said harbor, provided

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the same can be done without expense or liability against the United States.

For continuing the improvement of the harbor at Olcott, New York, ten thousand dollars. Olcott.

For continuing the improvement of the harbor at Oak Orchard, New York, ten thousand dollars. Oak Orchard.

For continuing the improvement of the harbor at Pultneyville, New York, ten thousand dollars. Pultneyville.

For continuing the improvement of the harbor at Great Sodus Bay, New York, fifteen thousand dollars. Great Sodus Bay.

For continuing the improvement of the harbor at Little Sodus Bay, New York, fifteen thousand dollars. Little Sodus Bay.

For continuing the improvement of the harbor at Oswego, New York, seventy-five thousand dollars. Oswego.

For continuing the improvement of the harbor at Waddington, New York, ten thousand dollars. Waddington.

For continuing the improvement of the harbor at Ogdensburgh, New York, six thousand dollars. Ogdensburg.

For continuing the improvement of the harbor at Plattsburgh, New York, five thousand dollars. Plattsburg.

For continuing the improvement of the harbor at Burlington, Vermont, twenty-five thousand dollars. Burlington.

For continuing the improvement of the harbor at Swanton, Vermont, eight thousand dollars. Swanton.

For continuing the improvement of the Falls of Saint Anthony and for the improvement of the Mississippi River above the Falls of Saint Anthony, Minnesota, one hundred and fifty thousand dollars; and twenty-five thousand dollars of said amount shall be expended for the improvement of the Mississippi River above the Falls of Saint Anthony. Falls of St. Anthony. Part to be expended, how.

For the survey or improvement of the Minnesota River, ten thousand dollars. Minnesota River.

For continuing the improvement of the Upper Mississippi River, twenty-five thousand dollars. Upper Mississippi.

For continuing the improvement of the Illinois River, seventy-five thousand dollars. Illinois River.

For continuing the improvement of the Des Moines Rapids, Mississippi River, four hundred thousand dollars. Des Moines Rapids.

For continuing the improvement of the Rock Island Rapids, Mississippi River, fifty thousand dollars. Rock Island Rapids.

For continuing the improvement of the Mississippi, Missouri, and Arkansas Rivers, one hundred thousand dollars. Mississippi, Missouri, and Arkansas rivers.

For continuing the improvement of the White River above Jacksonport, fifty thousand dollars. White River.

For continuing the improvement of the Osage River, Missouri, twenty-five thousand dollars. Osage River.

For continuing the improvement of the Mississippi River between the mouths of the Ohio and Illinois Rivers, two hundred thousand dollars; and fifteen thousand dollars of said amount shall be expended between the mouths of the Missouri and Illinois Rivers. Mississippi River.

For continuing the improvement of the Ohio River, one hundred and fifty thousand dollars; one-half of which shall be expended above and the other half below the Suspen- Ohio River.

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sion Bridge between Cincinnati, Ohio, and Covington, Kentucky; forty thousand dollars of the above amount that is to be expended above the Suspension Bridge may, if approved by the Chief of Engineers, be expended in a permanent improvement of navigation at Pittsburgh, Pennsylvania.

Part may be expended, how.

Wabash River.

For continuing the improvement of the Wabash River, twenty-five thousand dollars: *Provided*, That a portion of this appropriation, not exceeding nine thousand dollars, may be used by the Secretary of War, in his discretion, for the extinguishment of any right, title, or claim of the Wabash Navigation Company in the lock and dam at Grand Rapids, on said river, and other property said company may claim on said river, and for the extinguishment of any right said company may have to affect or interfere in any way with the navigation of said river; but no part of this appropriation shall be expended until said navigation company shall have relinquished all right to control or otherwise in any manner interfere with or affect the free navigation of said river.

Part may be used to extinguish claims, etc., of Wabash Navigation Co.

Upper Monongahela River.

For continuing the improvement of the Upper Monongahela River near Morgantown West Virginia, twenty-five thousand dollars.

Kanawha River.

For continuing the improvement of the Great Kanawha River, West Virginia, twenty-five thousand dollars.

Tennessee River.

For continuing the improvement of the Tennessee River above Chattanooga, twenty-five thousand dollars; and below Chattanooga, including Muscle Shoals, one hundred thousand dollars.

Mouth of Mississippi.

For continuing the improvement of the mouth of the Mississippi River, one hundred and thirty thousand dollars.

Raft in Red River.

For removing the raft in Red River, Louisiana, fifty thousand dollars.

Choctawhatchee River.

For removing obstructions in the Choctawhatchie River, Alabama and Florida, five thousand dollars.

Mobile Harbor.

For continuing the improvement of the harbor of Mobile Alabama, one hundred thousand dollars.

Savannah.

For continuing the improvement of the harbor at Savannah, Georgia, fifty thousand dollars.

Chattahoochee and Flint rivers.

For the improvement of the Chattahoochee and Flint Rivers, Georgia, twenty-five thousand dollars.

St. Johns River.

Dredging.

For continuing the improvement at the mouth of the Saint John's River, Florida, or may be used for dredging out the inside passage between the Saint John's and Nassau Inlet, ten thousand dollars.

Apalachicola River.

For the improvement of the Apalachicola River, Florida, ten thousand dollars.

Baltimore.

For continuing the improvement of the harbor at Baltimore, Maryland, seventy-five thousand dollars.

Chester River.

For the improvement of Chester River, at Kent Island Narrows, Maryland, five thousand dollars.

Wicomico River.

For continuing the improvement of the Wicomico River [e], Maryland, five thousand dollars.

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[e] On the eastern shore.

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For the improvement of Elk River, Maryland, five thousand dollars. **Elk River.**

For continuing the improvement at the mouth of the Occoquan River, Virginia, five thousand dollars. **Occoquan River.**

For continuing the improvement at the mouth of Nomoni Creek, Virginia, six thousand dollars. **Nomini Creek.**

For continuing the improvement of the Rappahannock River, Virginia, seven thousand dollars. **Rappahannock River.**

For continuing the improvement of the James River, Virginia, fifty thousand dollars. **James River.**

For continuing the improvement of the Appomattox River, Virginia, thirty thousand dollars. **Appomattox River.**

For continuing the improvement of the south branch of Elizabeth River, Virginia, ten thousand dollars. **Elizabeth River.**

For continuing the improvement of Nansemond River, Virginia, ten thousand dollars. **Nansemond River.**

For continuing the improvement of the Roanoke River, North Carolina, five thousand dollars. **Roanoke River.**

For continuing the improvement of the Cape Fear River, North Carolina, one hundred and fifty thousand dollars. **Cape Fear River.**

For continuing the improvement of the Delaware River and channel at Fort Mifflin Bar, fifty thousand dollars. **Delaware River, etc.**

For continuing the improvement of the Delaware River between Trenton and Bordentown, ten thousand dollars.

For the removal of obstructions in the harbor and the construction of a pier at New Castle, Delaware, ten thousand dollars. **Pier at Newcastle.**

For continuing the improvement of the harbor at Wilmington, Delaware, six thousand dollars. **Wilmington, Del.**

For continuing United States pier in Delaware Bay near Lewes, Delaware, ten thousand dollars. **Pier near Lewes.**

For continuing the improvement of the Schuylkill River, twenty thousand dollars. **Schuylkill River.**

For continuing the improvement of the Hudson River, New York, forty thousand dollars; and out of this appropriation the sum of seven thousand four hundred and sixty-two dollars may be paid by the Chief of Engineers to Emory R. Seward, in full payment for work done by him in removing the overslaugh rock in the Hudson River, under his contract made in eighteen hundred and seventy. **Hudson River. Payment to Emory R. Seward.**

For continuing the improvement of the Passaic River, New Jersey, twenty thousand dollars. **Passaic River.**

For continuing the improvement by removing obstructions in the East and Harlem Rivers at or near Hell Gate, two hundred and twenty-five thousand dollars. **Hell Gate.**

For continuing the improvement of the harbor at Wareham, Massachusetts, ten thousand dollars. **Wareham.**

For continuing the improvement of the harbor at Hyannis, Massachusetts, five thousand dollars.

For continuing the improvement of the Taunton River, Massachusetts, ten thousand dollars. **Taunton River.**

For the improvement of the harbor at Fall River, Massachusetts, ten thousand dollars. **Fall River.**

For continuing the improvement of the breakwater at Block Island, twenty thousand dollars. **Block Island breakwater.**

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Newport.

For continuing the improvement of the harbor at Newport, Rhode Island, ten thousand dollars.

Wickford.

For continuing the improvement at the harbor at Wickford, Rhode Island, five thousand dollars.

Pawcatuck River.

For continuing the improvement of the Pawcatuck River, Rhode Island and Connecticut, ten thousand dollars.

Stonington.

For continuing the improvement of the harbor at Stonington, Connecticut, twenty thousand dollars.

Connecticut River.

For continuing the improvement of the Connecticut River, below Hartford, Connecticut, twenty thousand dollars.

Housatonic River.

For continuing the improvement of the Housatonic River, Connecticut, ten thousand dollars.

Bridgeport.

For continuing the improvement of the harbor at Bridgeport, Connecticut, twenty thousand dollars.

Norwalk.

For continuing the improvement of the harbor at Norwalk, Connecticut, ten thousand dollars.

Milford.

For the improvement of the harbor at Milford, Connecticut, five thousand dollars.

Channel between Staten Island and New Jersey.

That the sum of fifty thousand dollars is appropriated for the opening and improving of the channel between Staten Island and New Jersey.

St. Croix River, Me.

For continuing the improvement of the Saint Croix River, Maine, ten thousand dollars.

Machias River.

For continuing the improvement of the Machias River, Maine, ten thousand dollars.

Penobscot River.

For continuing the improvement of the Penobscot River, Maine, twenty thousand dollars.

Camden.

For contiuing the improvement of the harbor at Camden, Maine, ten thousand dollars.

Kennebec River.

For continuing the improvement of the Kennebec River, Maine, twelve thousand dollars.

Portland, Me.

For continuing the improvement of the harbor at Portland, Maine, twenty thousand dollars.

Cocheco River.

For continuing the improvement of the Cocheco River, New Hampshire, ten thousand dollars.

Merrimac River.

For continuing the improvement of the Merrimack River, Massachusetts, ten thousand dollars.

Salem Harbor.

For continuing the improvement of the entrance of Salem Harbor, Massachusetts, ten thousand dollars.

Boston.

For continuing the improvement of the harbor at Boston, Massachusetts, one hundred thousand dollars.

Plymouth.

For continuing the improvement of the harbor at Plymouth, Massachusetts, and for dredging, five thousand dollars.

Provincetown.

For continuing the improvement of the harbor at Provincetown, Massachusetts, six thousand dollars.

Lower Willamette and Columbia rivers.

For continuing the improvement of the Lower Willamette and Columbia Rivers, from Portland, Oregon, to the sea, twenty thousand dollars.

Upper Willamette River.

For continuing the improvement of the Upper Willamette River, Oregon, seven thousand five hundred dollars.

Upper Columbia River.

For continuing the improvement of the Upper Columbia River, twenty thousand dollars.

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For continuing the improvement of the harbor at Galveston, Texas, sixty thousand dollars. Galveston.

For removing wrecks and rocks off the harbor of San Francisco, California, twenty-five thousand dollars. San Francisco.

For the improvement of Oakland Harbor, one hundred thousand dollars. Oakland.

For continuing the improvement of the harbor at Milwaukee, Wisconsin, ten thousand dollars. Milwaukee.

For continuing the improvement of Saginaw River, Michigan, fifteen thousand dollars. Saginaw River.

That the appropriation under the act of March third, eighteen hundred and seventy-three, for the improvement of the harbors of Washington and Georgetown be made to apply to dredging the Virginia or Georgetown channel of the Potomac River above and below Long Bridge, and that the earth excavated therefrom be deposited so as to carry out as far as practicable the plan for improving the harbors of Washington and Georgetown, in accordance with the recommendation made to Congress December seventeenth, eighteen hundred and seventy-two, by a board of survey created by act of Congress approved March fifth, eighteen hundred and seventy-two. Improvement of Georgetown channel. 1873, c. 233. 1872, c. 36.

For surveys and estimates for the improvements recommended by the Senate Select Committee on Transportation-Routes to the Seaboard, upon the four routes indicated in the report of said committee, and also upon a route from the mouth of the Youghiogheny River, to continue the slack-water navigation up said river to its headwaters at the foot of the Alleghany Mountains, thence by canal to Cumberland, intersecting there the Chesapeake and Ohio Canal, two hundred thousand dollars, or so much thereof as may be necessary, to be expended under the direction of the Secretary of War in such nanner as, in his judgment, will secure the greatest amount of exact information for each of said routes. Survey, etc., of transportation routes to seaboard.

For the improvement of the harbor at Charleston, South Carolina, eighteen thousand dollars. Charleston.

For examinations and surveys of rivers and harbors, and for incidental repairs at harbors for which there is no special appropriation, seventy-five thousand dollars. Examinations, etc., and incidental repairs.

SEC. 2. That the Secretary of War is hereby directed to cause examinations or surveys, or both, to be made at the following points, namely: Secretary of War to cause examinations and surveys to be made at certain points.

Harbor of New Bedford, Massachusetts.

Cascades and Dalles of the Columbia River, Oregon, and Washington Territories, for the purpose of ascertaining the practicability and cost of constructing canals and locks at such points.

Skaget River, for removing jams, Washington Territory.

Yam Hill River, Oregon, for removing rocks and sand bars.

Snohomish River, for removing Jams, Washington Territory.

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Chehallis River, for removing jams, Washington Territory.

Tennessee River[a], above the mouth of Holston-River to the Chilhowee Mountains, Tennessee.

Hiawassee River, below Benton, Tennessee.

Urbanna Creek, Virginia, below Urbanna.

Black Warrior River, below the mouth of Locust Fork, Alabama.

Cahaba River, below Centreville, Alabama.

Nantucket Harbor Bar, Massachusetts.

Lamprey River, below Newmarket, New Hampshire.

Exeter River, below Exeter, New Hampshire.

Minnesota River, for further examination for improvement by canals, locks and dams.

Oconee River, from the Ocmulgee to Milledgeville, Georgia.

Chickahominy River, Virginia.

Hampton River, Virginia.

Wolf Lake Cut, Indiana.

Snake River, Idaho, from Shoshonee Falls to Lewiston, examination and estimates for removing bowlders and other obstructions.

Sacramento River, below Tehama, California.

Feather River, below Marysville California.

Lake Winnipiseogee [Winnepesaukee], for placing buoys on obstructions, New Hampshire.

Smutty Nose Island, as to repair breakwater, Portsmouth, New Hampshire.

Pagan Creek, Virginia.

New River, from the lead-mines in Wythe County, Virginia, to the "Mouth of Wilson" in Grayson County, Virginia.

The Little Kanawha River, below Bull Town.

Chippewa River, below Chippewa Falls, Wisconsin.

Dakota River, between Southern Dakota Railroad and Northern Pacific Railroad, Dakota Territory.

Tombigbee River, by way of Big Bear Creek[b], to the Tennessee to connect water communication.

Estuary in Santa Barbara Channel, about two miles north of Point Muger, California.

Cleveland breakwater, new estimate for four fathoms water, Ohio.

San Joaquin River, below Stockton, California.

Guyandotte River, below Logan Court House, West Virginia.

Cedar Bayou Bar; and ten thousand dollars are hereby appropriated for the improvement of Red Fish Bar, in Galveston Bay, Texas.

Withlacooche River, from mouth of Ocopilco River, Georgia.

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[a] Meaning the Little Tennessee River.

[b] A tributary of Tennessee River; known also as Bear Creek, or River.

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Ochalochnee [Ocklockonee] River, below Atlantic and Gulf Railroad, Georgia.

Red River, at Alexandria, Louisiana.

Harlem River, from Randall's Island, by way of Spuyten Duyvil Creek, to Hudson River, New York.

Blackwater River, Virginia.

Mouth of Kennebunk River, Maine.

Brazos River, below Waco, including the bar at its mouth.

Guadalupe River, below Gonzales, Texas.

St. Croix River, below St. Croix Falls, in Minnesota and Wisconsin.

The Red River of the North from Breckenridge to Moorhead.

Big Sandy River, below Piketon, Kentucky.

Twelve-Pole River, below Wayne Court House, West Virginia.

Harbor of Hingham, Massachusetts, with reference to removal of obstructions.

Sebawaing River, Michigan, for entrance, with eight feet water.

Mouth of Saginaw River, Michigan.

French Broad River, North Carolina, from Brevard to Buncombe County line.

Big Sandy River, from its mouth to Piketon, and to Warfield, in Kentucky.

Rock Castle River, Kentucky, from the foot of the narrows at Graham's Mills, to its mouth.

Smith's Shoals, in the Cumberland River, Kentucky.

Inside passage, between Fernandina and St. John's River, known as Nassau River, Florida.

Grand Marias Harbor, Lake Superior, Minnesota.

Pamunkey River, Virginia.

Mataponi River, Virginia.

Little Wicomico River, Virginia.

Totuskee [Totuskey] River, Virginia, below the bridge.

Survey of Harbor of Crisfield, Somerset County, Maryland, with a view of removing obstructions.

Harbor of Leonardtown, Britton [Breton] Bay, Potomac River, Maryland, with a view to remove obstructions.

Harbor of Norfolk, Virginia.

Board of Engineers to survey mouth of Mississippi. Duties of Board.

SEC. 3. That a board of engineers, to be composed of three from the Army, one from the Coast Survey, and three from civil life, be appointed by the President; which said board shall make a survey of the mouth of the Mississippi River, with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by a canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river; and said board shall make a full and detailed estimate and statement of the cost of each of said plans, and shall report the same, together with their opinion thereon, showing which of all

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Report to Secretary of War for presentation to Congress.

said plans they deem preferable, giving their reasons therefor, to the Secretary of War, to be presented at the commencement of the second session of the Forty-third Congress; and that the sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any funds in the Treasury not otherwise appropriated, to defray the cost of said survey.

Approved, June 23, 1874.

June 23, 1874. Vol 18, pt. 3, p. 250.

CHAP. 460.—An Act To provide for the improvement of the Oostenaula River, in the State of Georgia.

Improvement of Oostenaula River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of ten thousand dollars be, and the same is hereby, appropriated out of the money in the treasury of the United States, for the improvement of the Oostenaula River, in the State of Georgia.

Approved, June 23, 1874.

Mar. 3, 1875. Vol. 18, pt. 3, p. 456.

CHAP. 134.—An Act Making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

River and harbor appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair, preservation, and completion of the following public works hereinafter named:

Duluth. For dredging the inside harbor at Duluth, thirty-five thousand dollars.

Ontonagon. For the improvement of the harbor at Ontonagon, twenty-five thousand dollars.

Eagle. For the improvement of Eagle Harbor, ten thousand dollars.

Marquette. For the improvement of the harbor at Marquette, fifteen thousand dollars.

Fox and Wisconsin rivers. For the improvement of the Fox and Wisconsin Rivers, five hundred thousand dollars.

Green Bay. For the improvement of the harbor at Green Bay, ten thousand dollars.

Menominee. For the improvement of the harbor at Menomonee, twenty-five thousand dollars.

Ahnapee. For the improvement of the harbor at Ahnapee, Wisconsin, twenty-five thousand dollars.

Two Rivers. For the improvement of the harbor at Two Rivers, Wisconsin fifteen thousand dollars.

Manitowoc. For the improvement of the harbor at Manitowoc, Wisconsin, ten thousand dollars.

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For the improvement of the harbor at Sheboygan Wisconsin, twelve thousand dollars. Sheboygan.

For the improvement of the harbor at Port Washington, Wisconsin, ten thousand dollars. Port Washington.

For the improvement of the harbor at Milwaukee, twenty-five thousand dollars. Milwaukee.

For the improvement of the harbor at Racine, Wisconsin ten thousand dollars. Racine.

For the improvement of the harbor at Kenosha, Wisconsin fifteen thousand dollars. Kenosha.

For the improvement of the harbor at Chicago, Illinois seventy-eight thousand dollars. Chicago.

For the improvement of the harbor at Calumet, Illinois, twenty-five thousand dollars. Calumet.

For the improvement of the harbor at Michigan City, Indiana fifty thousand dollars. Michigan City.

For the improvement of the harbor at Frankfort, Michigan, ten thousand dollars. Frankfort.

For the improvement of the harbor at Manistee, Michigan, twenty-five thousand dollars. Manistee.

For the improvement of the harbor at Ludington, Michigan ten thousand dollars. Ludington.

For the improvement of the harbor at White River, Michigan ten thousand dollars. White River (Lake).

For the improvement of the harbor at Muskegon, Michigan twenty-five thousand dollars. Muskegon.

For the improvement of the harbor at Black Lake, Michigan fifteen thousand dollars. Black Lake (Holland).

For the improvement of the harbor at Saugatuck Michigan, ten thousand dollars. Saugatuck.

For the improvement of the harbor at South Haven, Michigan, ten thousand dollars. South Haven.

For the improvement of Saint Mary's River and Saint Mary's Falls Canal, two hundred thousand dollars: of which sum not to exceed forty thousand dollars may be used in the settlement of such claims of the contractors, Barker Williams and Bangs, and Barker and Williams, for damages and delays in the time of commencing work on said canal during the existence of their contracts, as the Secretary of War, on the report of the Engineer Department, shall judge to be just and equitable. St. Marys River, etc.; part, how may be used. Barker, Williams & Bangs, Barker & Williams.

For the improvement of the harbor at Cheboygan Michigan fifteen thousand dollars. Cheboygan.

For the improvement of Saint Clair River, at the mouth of Black River, Michigan, ten thousand dollars. St. Clair River.

For the improvement of the Harbor of Refuge, Lake Huron, one hundred thousand dollars. Sandbeach (Harbor Beach).

For the improvement of the harbor at Monroe, Michigan, ten thousand dollars. Monroe.

For the improvement of Saginaw River, Michigan, thirty thousand dollars. Saginaw River.

For the improvement of the harbor at Toledo, Ohio, seventy-five thousand dollars. Toledo.

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Sandusky. For the improvement of the harbor at Sandusky City, Ohio, twenty-five thousand dollars.

Huron. For the improvement of the harbor at Huron, Ohio, one thousand dollars.

Vermilion. For the improvement of the harbor at Vermillion, Ohio, ten thousand dollars.

Black River (Lorain). For the improvement of the harbor at Black River, Ohio, ten thousand dollars.

Grand River (Fairport). For the improvement of the harbor at Grand River, Ohio, fifteen thousand dollars.

Ashtabula. For the improvement of the harbor at Ashtabula, Ohio, twenty-five thousand dollars.

Conneaut. For the improvement of the harbor at Conneaut, Ohio, one thousand dollars.

Erie. For the improvement of the harbor at Erie, Pennsylvania, eighty thousand dollars.

Port Clinton. For the improvement of the harbor at Port Clinton, Ohio, five thousand dollars.

Rocky River. For the improvement of the harbor at Rocky River, Ohio, fifteen thousand dollars.

Dunkirk. For the improvement of the harbor at Dunkirk, New York thirty-five thousand dollars.

Hudson River. For dredging the mud bars in the Hudson River in front of Jersey City, twenty-five thousand dollars.

Buffalo; part, how may be used. For the improvement of the harbor at Buffalo, New York one hundred thousand dollars; and out of this appropriation the Chief of Engineers may pay Daniel E. Bailey, the sum of twenty-three thousand two hundred and eighty-seven dollars and seventy-six cents for work done by him upon such improvement in eighteen hundred and seventy-three and eighteen hundred and seventy-four, and for which he has not been paid, in full satisfaction thereof.

Daniel E. Bailey.

Olcott. For the improvement of the harbor at Olcutt, New York ten thousand dollars.

Oak Orchard. For the improvement of the harbor at Oak Orchard, New York, ten thousand dollars.

Pier at Newcastle. For the construction of an additional pier in the ice harbor at New Castle, Delaware, twenty thousand dollars.

Pier at Lewes, Del. For the continuation of the construction of the United States pier at Lewes, Delaware, twenty-five thousand dollars.

Charlotte. For the improvement of the harbor at Charlotte, New York, five thousand dollars.

Crisfield. For the improvement of the harbor at Cristfield, Maryland, thirty-seven thousand three hundred and seventeen dollars and fifty cents.

Pultneyville. For the improvement of the harbor at Pultneyville, New York, ten thousand dollars.

Great Sodus Bay. For the improvement of the harbor at Great Sodus Bay, New York, ten thousand dollars.

Little Sodus Bay. For the improvement of the harbor at Little Sodus Bay, New York, ten thousand dollars.

Oswego. For the improvement of the harbor at Oswego, New York, ninety thousand dollars.

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For the improvement at the harbor at Ogdensburgh, New York, five thousand dollars. Ogdensburg.

For the improvement of the harbor at Burlington, Vermont twenty-five thousand dollars. Burlington.

For the improvement of the harbor at Swanton, Vermont ten thousand dollars. Swanton.

For the improvement of Otter Creek, Vermont, five thousand dollars. Otter Creek.

For the improvement of the Falls of Saint Anthony, Minnesota, one hundred thousand dollars; and twenty-five thousand dollars of said amount may be expended for the improvement of the Mississippi River above the Falls of Saint Anthony. Falls of St. Anthony. Part expended, how.

For the improvement of the Minnesota River, ten thousand dollars. Minnesota River.

For the improvement of the Upper Mississippi River twenty-five thousand dollars. Upper Mississippi River.

For the improvement of the Illinois River, seventy-five thousand dollars. Illinois River.

For the improvement of the Des Moines Rapids, Mississippi River, four hundred and eighty thousand dollars. Des Moines Rapids.

For the improvement of the Rock Island Rapids, Mississippi River, fifty thousand dollars. Rock Island Rapids.

For the improvement of the Mississippi, Missouri, and Arkansas Rivers, one hundred thousand dollars. Mississippi, Missouri, and Arkansas rivers.

For the improvement of the Mississippi River, between the mouths of the Illinois and Ohio Rivers, two hundred thousand dollars: fifteen thousand dollars of said amount shall be expended between the mouths of the Illinois and Missouri Rivers; and fifteen thousand dollars of said amount may be expended at Liberty Bar. Mississippi River, between mouths of Illinois and Ohio; how portion to be expended.

For completing the improvement of the Falls of the Ohio River and Louisville Canal, one hundred thousand dollars. Falls of Ohio and Louisville and Portland Canal.

For the improvement of the Ohio River, three hundred thousand dollars; that one hundred thousand dollars of this amount shall be used for and applied toward the construction of a "movable dam," or a dam with adjustable gates for the purpose of testing substantially the best method of improving permanently the navigation of the Ohio River and its tributaries; the location of this work with the plan of construction and the application of the amount hereby appropriated to be submitted to the Secretary of War, for his approval. Ohio River; how part to be used.

For the improvement of the Wabash River, forty thousand dollars. Wabash River.

For the improvement of the Upper Monongahela River, near Morgantown, West Virginia, twenty-two thousand dollars. Upper Monongahela River.

For the improvement of the Great Kanawha River, West Virginia, three hundred thousand dollars. Kanawha River.

For the improvement of the Tennessee River, above Chattanooga, forty thousand dollars, and below Chattanooga, Tennessee River.

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including the Muscle Shoals, three hundred and sixty thousand dollars.

Cumberland River. For the improvement of the Cumberland River, below Nashville, twenty-five thousand dollars.

Yazoo River. For the improvement of the Yazoo River, twelve thousand dollars.

Mouth of Mississippi. For the improvement of the mouth of the Mississippi River, two hundred and fifty thousand dollars, *provided:* That this appropriation shall cease to be available when its necessity is superceded by any other work of improvement authorized by law.

When appropriation shall cease to be available.

Red Fish bar. For the improvement of Red Fish Bar, in Galveston Bay, Texas, ten thousand two hundred dollars.

Raft in Red River. For removing the Raft in Red River, twenty thousand dollars.

Mobile. For the improvement of the harbor at Mobile, Alabama, twenty-six thousand dollars.

Cedar Keys. For the improvement of the harbor at Cedar Keys, Florida, fifteen thousand dollars.

Chattahoochee and Flint rivers. For the improvement of the Chattahooche and Flint River, Georgia, twenty-five thousand dollars.

Apalachicola River. For the improvement of the Apalachicola River, Florida, ten thousand dollars.

Choctawhatchee River. For the improvement of the Choctawhatchie River, Florida and Alabama, five thousand dollars.

Charleston. For the improvement of the harbor at Charleston, South Carolina, ten thousand dollars.

Savannah. For the improvement of the harbor at Savannah, Georgia, seventy thousand dollars.

Oostenaula and Coosawattee rivers. For the improvement of the Oostanoola and Coosawattee Rivers, Georgia, five thousand dollars.

Elk River. For the improvement of Elk River, Maryland, five thousand dollars.

Baltimore. For the improvement of the harbor at Baltimore, Maryland, seventy-five thousand dollars.

Wicomico River. For the improvement of the Wicomico River [a], Maryland, five thousand dollars.

Occoquan River. For the improvement of Occoquan River, Virginia, five thousand dollars.

Aquia Creek. For the improvement of Aquia Creek, Virginia, two thousand dollars.

Nomini Creek. For the improvement of the mouth of Nomini, Virginia, five thousand dollars.

Rappahannock River. For the improvement of the Rappahannock River, Virginia, five thousand dollars.

James River. For the improvement of the James River, Virginia, fifty thousand dollars.

Elizabeth River. For the improvement of the South Branch of Elizabeth River, Virginia, five thousand dollars.

Nansemond River. For the improvement of the Nansemond River, Virginia, five thousand dollars.

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[a] On the eastern shore.

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For the improvement of the Appomattox River, Virginia, thirty thousand dollars. Appomattox River.

For the improvement of Cape Fear River, North Carolina, one hundred and fifty thousand dollars. Cape Fear River.

For constructing United States Pier in Delaware Bay, near Lewes, Delaware, fifteen thousand dollars. Pier near Lewes.

For the improvement of Delaware River at Fort Mifflin Bar, twenty thousand dollars; and that any unexpended balance of the amount mentioned in the act making appropriations for the repair, preservation, and so forth, of certain public works, and so forth, approved March third, eighteen hundred and seventy-three, for the improvement of the channel of the Delaware River, at and near the Horse Shoe Shoals, be, and is hereby, appropriated, to be expended for the improvement of said river, at such places between Petty's Island and its mouth as the Chief of Engineers of the Army may order and direct. Delaware River. Unexpended balance. 1873, c. 233.

For the improvement of the Delaware River, New Jersey, between Trenton and White Hill, ten thousand dollars. Delaware River.

For the improvement of the harbor at Wilmington, Delaware, ten thousand dollars. Wilmington.

For the improvement of the Schuylkill River, twenty thousand dollars. Schuylkill River.

For the improvement of the Hudson River, New York, forty thousand dollars. Hudson River.

For the improvement of the Passaic River, New Jersey, twenty thousand dollars. Passaic River.

For removing obstructions in the East River and Hell Gate, New York, two hundred and fifty thousand dollars. East River and Hell Gate.

For the improvement of the East Chester Creek, New York, twelve thousand dollars. East Chester Creek.

For a harbor at Fort Jefferson, New York, fifteen thousand dollars. Port Jefferson.

For the improvement of the harbor at Wareham, Massachusetts, ten thousand dollars. Wareham.

For the improvement of Taunton River, Massachusetts, ten thousand dollars. Taunton River.

For the improvement of the harbor at Fall River, Massachusetts, ten thousand dollars. Fall River.

For the improvement of the breakwater at Block Island, Rhode Island, twenty thousand dollars. Block Island breakwater.

For the improvement of the harbor at Newport, Rhode Island, ten thousand dollars. Newport.

For the improvement of Pawcatuck River, Rhode Island and Connecticut, ten thousand dollars. Pawcatuck River.

For the improvement of the harbor at Stonington, Connecticut, twenty-five thousand dollars. Stonington.

For the improvement of the Connecticut River, below Hartford, Connecticut, twenty thousand dollars. Connecticut River.

For the improvement of the harbor at Milford, Connecticut, thirteen thousand dollars. Milford.

For the improvement of the Housatonic River, Connecticut, five thousand dollars. Housatonic River.

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Bridgeport. For the improvement of the harbor at Bridgeport, Connecticut, fifteen thousand dollars.

Norwalk. For the improvement of the harbor at Norwalk, Connecticut, seven thousand dollars.

Machias River. For the improvement of the Machias River, Maine, ten thousand dollars.

New Haven. For the improvement of the harbor at New Haven, Connecticut, ten thousand dollars.

Penobscot River. For the improvement of the Penobscot River, Maine, twenty-five thousand dollars; and out of this appropriation ten thousand dollars shall be expended at or near Bucksport Narrows.

Camden. For the improvement of the harbor at Camden, Maine, ten thousand dollars.

Kennebec River. For the improvement of the Kennebec River, Maine, fifteen thousand dollars.

Portland, Me. For the improvement of the harbor at Portland, Maine, twenty thousand dollars.

Richmond Island. For the improvement at Richmond Island, Maine, fifteen thousand dollars.

Cocheco. For the improvement of the Cochico River, New Hampshire, twenty-five thousand dollars.

Merrimac River. For the improvement of the Merrimack River, Massachusetts, twelve thousand dollars.

Boston Harbor. For the improvement of Boston Harbor, Massachusetts, one hundred thousand dollars; ten thousand dollars of said amount may be expended for the improvement of Hingham Harbor.

Hingham Harbor.

Plymouth. For the improvement of the harbor at Plymouth, Massachusetts, ten thousand dollars.

Provincetown. For the improvement of the harbor at Provincetown, Massachusetts, five thousand dollars.

Lower Willamette and Columbia rivers. For the improvement of the Lower Willamette and Columbia Rivers, from Portland, Oregon, to the sea, twenty thousand dollars.

Upper Willamette River. For the improvement of the Upper Willamette River, Oregon, twenty-five thousand dollars.

Upper Columbia River. For the improvement of the Upper Columbia River, thirty-five thousand dollars.

Breakwater at Wilmington. For the improvement of the breakwater at Wilmington, California, thirty thousand dollars.

Oakland. For the improvement of Oakland Harbor, California, one hundred thousand dollars.

San Diego. For the improvement of the harbor at San Diego, California, eighty thousand dollars.

Breakwater at Cleveland. For a breakwater in five fathoms of water, to protect the commerce of Cleveland, Ohio, fifty thousand dollars.

Galveston. For the improvement of the harbor at Galveston, Texas, one hundred and fifty thousand dollars.

Sebewaing River. For the improvement of the Sebawaing River, Michigan, eight thousand dollars.

Pine and St. Clair rivers. For dredging the bar at the junction of Pine and Saint Clair Rivers, Michigan, five thousand dollars.

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For the improvement of the harbor at New Bedford, Massachusetts, ten thousand dollars. New Bedford.

For the improvement of the harbor at Wilson, New York, ten thousand dollars. Wilson.

For the improvement of the Sacramento and Feather Rivers, California, fifteen thousand dollars. Sacramento and Feather rivers.

For the improvement of the ship-channel between the mouth of San Jacinto River, to Bolivar Channel, in Galveston Bay, Texas, twenty-five thousand dollars. Ship channel in Galveston Bay.

For the improvement of Sabine Pass, Texas, twenty thousand dollars. Sabine Pass.

For the improvement of the Harlem River, New York, ten thousand dollars. Harlem River.

For the improvement of the harbor and river at Saint Joseph's, Michigan, thirty-five thousand dollars. St. Joseph.

For the improvement of the Warrior and Tombigbee Rivers, Alabama, below Tuscaloosa and Demopolis, twenty-five thousand dollars, in addition to any unexpended balance remaining from the appropriation for the harbor of Mobile, hereby transferred to this improvement. Warrior and Tombigbee rivers.

For the repair of the breakwater and piers at the harbor of Southport, Connecticut, five thousand dollars. Southport.

For completing the improvement of the harbor at Waddington, New York, five thousand dollars. Waddington.

For examination and surveys of rivers and harbors, and for incidental repairs at harbors for which there is no special appropriation, fifty thousand dollars. Examinations, etc., and incidental repairs.

It shall be the duty of the Secretary of War to apply the moneys herein appropriated as far as may be by contract, except when specific estimates cannot be made for the particular work, or where, in the judgment of said Secretary, the work cannot be contracted at prices advantageous to the Government, and except the appropriations made for examinations and surveys; and such contracts shall be made after sufficient public advertisement for proposals in such form and manner as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders therefor, accompanied by such securities as the Secretary of War shall require. Secretary of War to apply moneys by contract as far as may be, etc.

For completing the survey and estimates of the route from the mouth of the Youghiogheny River to continue the slackwater navigation up said river, to the head waters at the foot of the Allegheny mountains, thence by canal to Cumberland, intersecting there the Chesapeake and Ohio Canal, ten thousand dollars. Youghiogheny River.

SEC. 2. That the Secretary of War is hereby directed to cause examinations, or surveys, or both, to be made at the following points, namely: Secretary of War to cause examinations and surveys at certain points.

Alabama River, from Wetumpka to its mouth.

East Branch [Anacostia River] of Potomac River, from the navy-yard to Bladensburg, District of Columbia.

North[a] and South Branches of the Shrewsbury River, New Jersey.

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[a] The North Branch is known also as Navesink River.

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Puyallup River, from the Coal Mines to its mouth, Washington Territory.

Monongahela River, from Morgantown to Fairmount, West Virginia.

French Broad River, from its junction with the Holston at Knoxville to Leadvale, Tennessee.

Port Henry, Lake Champlain, for a breakwater.

Rouse's Point, Lake Champlain, for a breakwater.

Lower Pier, Chester, Pennsylvania.

Monterey, California.

Mouth at Nehalem River, Oregon, Alsea River and bar, Oregon.

For examination for a route for a canal sufficient to allow the passage at ordinary high tide, of steamers drawing ten feet, connecting the waters of Shoal Water Bay [Willapa Harbor] with the waters of the Columbia River: *Provided*, That no more than five hundred dollars shall be expended in making such survey and estimate.

Alleghany River, below Freeport, Pennsylvania.

Thunder Bay River[a], Lake Huron.

Little Narragansett Bay, between Dennison Rocks and Rhode's Folly, Rhode Island and Connecticut.

For examination for a route for a canal from Lake Michigan to the Wabash River, Indiana, not exceeding the expense of two thousand dollars.

Clinch River, below the mouth of Emory River, and Emory River above its mouth, for removal of bars, Tennessee

Clinton River, from Mount Clemens to its mouth, Michigan.

For estimate of cost to obtain thirteen feet of water on the outer bar at the mouth of Saginaw River, Michigan.

Waddington, New York, for the purpose of ascertaining the practicability and cost of constructing a canal and locks around the rapids in the Saint Lawrence River at that point.

Survey of the channel of West Haven Harbor, near New Haven, Connecticut.

Pamlico River from its mouth to the town of Washington, North Carolina.

Neuse River from its mouth Goldsboro, North Carolina.

Pasquotank River, from Albemarle Sound to Elizabeth City, North Carolina.

Puqunnaus [Perquimans] River from its mouth to the town of Hartford [Hertford], North Carolina.

Belfast Bay and harbor, Maine.

Harbor Matinicus Island, Maine.

Alleghany River, near Pittsburg, Pennsylvania.

Ocmulgee River, Georgia, from the city of Macon to the city of Covington.

Catawba River, from South Carolina line to Old Fort, North Carolina.

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[a] The examination under this item covered the river's mouth, i. e., Alpena Harbor.

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For surveys to ascertain the most eligible line on which a canal across the Isthmus of Florida can be constructed, and whether a safe land-locked navigation between the waters of the Mississippi and the Gulf along the coasts of Alabama, Louisiana, and Florida, and through the latter State to the Atlantic coast, can be had. To estimate the probable cost and practicability of construction of such works, and of any artificial water-routes found necessary to provide a safe inland navigation between the Mississippi River and one of the seaports on the east coast of Florida.

Continuing survey of French Broad River, from the Henderson County line to its junction with the Holston, Tennessee.

The harbor at Edenton, North Carolina.

A line between the Neuse and Cape Fear Rivers, in North Carolina, with a view to connect the waters of the same. And a like line with a view to connect the waters of Norfolk harbor, in Virginia, with the waters of the Cape Fear River, at or near Wilmington, North Carolina.

Louisa [Levisa] Fork of Sandy, from the mouth of Dismal, in Buchanan County, Virginia, to Piketon, Kentucky.

Powell's River, from the three forks in Wise County, Virginia, to the mouth of Clinch River, Tennessee.

Clinch River, from the mouth of Indian, in Tazewell County, Virginia, to the junction of Clinch and Powell Rivers, Tennessee.

Elk River, from its mouth to Braxton Court-House, West Virginia.

Missouri River, at the point where it is cutting into the Kansas shore above Saint Joseph's, Missouri.

For breakwater off the mouth of Au Sable River, Lake Huron.

The piers at Marcus Hook, Pennsylvania.

Tennessee River[a], from the Chilhowee Mountains to the Georgia line, in Macon County, North Carolina.

Ipswich River and harbor, Massachusetts, and estimates of cost for dredging the river as to give nine feet depth at low water.

Mouth of Big Sandy Creek, New York.

Chippewa River, Wisconsin.

Echo Harbor, New Rochelle, New York.

Board of Engineers to report plan for improvement of channel between Staten Island and New Jersey.

SEC. 3. That the Secretary of War shall convene a board of engineers to examine, and report at the next session of Congress, a plan for the improvement of the channel between Staten Island and New Jersey.

James B Eads, and others, to construct jetties, etc., to maintain channel between South Pass of Mississippi River and Gulf of Mexico.

SEC. 4. That James B. Eads, of Saint Louis, Missouri, be, and he is hereby, authorized, with such others as may be associated with him, on the conditions hereinafter mentioned, to construct such permanent and sufficient jettees [*sic*], and such auxiliary works as are necessary to create and permanently maintain, as hereinafter set forth, a wide and deep channel between the South Pass of the Mississippi River

[a] Meaning the Little Tennessee River.

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and the Gulf of Mexico, and for that purpose he may construct, in the river, outlet, or pass, and likewise in the Gulf of Mexico, such walls, jettees [*sic*], dikes, levees, and other structures, & employ such boats, rafts, and appliances, as he may, in the prosecution of said work deem necessary: *Provided*, That no such structures or means employed shall hinder, delay, or materially interfere with the free navigation of said pass; and, to protect his said works, he may build, and maintain such levees, or embankments as may be necessary to secure their permanency along the banks of the river or South Pass: *Provided further*, That unless the construction of the proposed work shall be substantially commenced within eight months from the date of the approval of this act, and prosecuted with due diligence, the provisions contained herein in relation to the said South Pass shall be null and void; and unless the said Eads and his associates shall secure a navigable depth of twenty feet of water through said pass within thirty months after the date of the approval of this act, Congress may revoke the privileges herein granted in relation to the said South Pass, and cancel the obligations herein assumed by the United States. And Congress may revoke the privileges herein granted in relation to the said South Pass, and cancel the obligations herein assumed by the United States, unless the said Eads and his associates shall, after securing twenty feet of water, secure an additional depth of not less than two feet during each succeeding year thereafter, until twenty-six feet shall have been secured: and in case said Eads and his associates shall fail to comply with the foregoing conditions, as to depth of water, and time for and period of twelve months in excess of the time fixed, as aforesaid, then the privileges herein granted, and the obligations herein assumed in relation to the said South Pass, shall absolutely become absolutely null and void without action by Congress.

Navigation not to be impeded.

To be commenced in eight months.

Navigable depth of 20 feet to be secured in thirty months.

Two additional feet in depth to be secured each succeeding year until depth of 26 feet is secured.

Penalty of failure for one year in excess of time fixed.

Amount paid.

SEC. . That the conditions herein prescribed being fully complied with, the United States hereby promise and agree to pay to said Eads, or to his assigns or legal representatives, five million two hundred and fifty thousand dollars for constructing said works and obtaining a depth of thirty feet in said channel, and the annual sum of one hundred thousand dollars for each and every year that said depth of thirty feet shall be maintained by the jettees [*sic*] and auxiliary works aforesaid in said South Pass during twenty years after first securing the said depth. Payments shall be made on certified statements of an engineer-officer, who shall be detailed by the Secretary of War, and whose duty it shall be to report the depth of water and width of channel secured and maintained from time to time in said channel, together with such other information as the Secretary of War may direct.

How payments to be made.

Examinations and surveys for reporting depths and widths.

Vols. 25, pp. 422, 424; 32, p. 340.

Post, pp. 513, 516, 962.

When payments to be made.

When a channel of twenty feet in depth, and of not less than two hundred feet in width, shall have been obtained by the action of said jettees [*sic*] and auxiliary works, five

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hundred thousand dollars shall be paid; and when a channel of twenty-two feet in depth and two hundred feet in width shall have obtained by the action of said jettees [*sic*] and auxiliary works, five hundred thousand dollars shall be paid.

When a channel twenty-four feet in depth, and not less than two hundred and fifty feet in width, shall have been obtained, there shall be paid five hundred thousand dollars; and after said depth and width shall have been maintained during twelve consecutive months there shall be paid, [*sic*] there shall be paid two hundred and fifty thousand dollars with five per centum per annum interest from the date when said twenty-four feet were first obtained.

When a channel twenty-six feet in depth, and not less than three hundred feet in width shall be obtained, there shall be paid five hundred thousand dollars; and when a channel of said depth and width shall have been maintained for twelve months consecutively, two hundred and fifty thousand dollars shall be paid with interest at five per centum per annum from the date when said channel was first obtained.

When a channel twenty-eight feet in depth and not less than three hundred and fifty feet in width shall be obtained, there shall be paid five hundred thousand dollars; and after said depth and width shall have been maintained for twelve months consecutively, two hundred and fifty thousand dollars shall be paid with interest at six per centum per annum from the date when said twenty-eight feet were first obtained.

When a channel thirty feet in depth and not less than three hundred and fifty feet in width shall be obtained, there shall be paid five hundred thousand dollars; and after such depth and width shall have been maintained for twelve months consecutively, there shall be paid five hundred thousand dollars with interest at five per centum per annum from the date when a channel of said depth and width was first obtained; making a total aggregate of four millions two hundred and fifty thousand dollars for the aforesaid payments, the respective depths and widths of channel being measured at average flood-tide, as ascertained and determined by the Secretary of War.

When a channel thirty feet in depth and three hundred and fifty feet in width shall have been obtained by the effect of said jettees and auxiliary works aforesaid, the remaining one million dollars shall be deemed as having been earned by said Eads and associates; but said amount shall remain as security in the possession of the United States for the purposes hereinafter set forth, interest at five per centum per annum on the same being payable to said Eads, his assigns, and legal representatives, semi-annually, from the date when a channel of thirty feet in depth and three hundred and fifty feet in width shall have been first secured, so long as said money, or any part thereof, is held by the United States.

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SEC. . That after said channel of thirty feet in depth and of not less than three hundred and fifty feet in width shall have been secured, one hundred thousand dollars per annum shall be paid in equal quarterly payments during each and every year that said channel of thirty feet in depth and three hundred and fifty feet in width shall have been maintained by said Eads and his associates by the effect of said jettees [*sic*] and auxiliary works aforesaid in said pass, for a period of twenty years, dating from the date on which said channel of thirty feet in depth and three hundred and fifty feet in width shall be first secured: *Provided, however*, That no part of such annual compensation shall be paid for any period of time during which the channel of said pass shall be less than thirty feet in depth and three hundred and fifty feet in width, as hereinbefore specified.

Proviso.

SEC. . That the said channel of thirty feet in depth and three hundred and fifty feet in width having been maintained for ten years, one-half of the one million dollars hereinbefore mentioned shall be released and paid to said Eads, his assigns, or legal representatives; and said depth and width having been maintained for ten additional years, the remaining half of the said one million dollars shall be released and paid as aforesaid. And if any of said money shall have been paid under the provisions of this act as hereinafter provided, then the residue shall be paid at the time above stated.

Money expended in excess of annual payments may be paid from money reserved, etc.

SEC. . That in case said Eads and associates in order to maintain a channel of thirty feet in depth and three hundred and fifty feet in width, shall deem it necessary to expend on said works, during any one or more of said twenty years, any money in excess of the annual payments received by them during said year or years under this act, the Secretary of War shall, on satisfactory proof of such expenditures, authorize, as often as such extra expenditures may require the payment of the same from the said money in pledge, to said Eads or his legal representatives.

And such payments shall be made from the five hundred thousand dollars to be released at the end of ten years before any payment shall be made from the five hundred thousand dollars to be released at the end of twenty years; and if any failure to maintain said channel of thirty feet in depth and three hundred and fifty feet in width shall occur, the date for releasing the said money held in pledge shall be posponed [*sic*] for an equal period of time, and the compensation for maintaining said channel shall cease until said depth and width shall be again restored, the maintenance of a channel of thirty feet in depth and three hundred and fifty feet in width for twenty years, exclusive of all such periods of failure, being intended by this act.

And at any time after said jettees shall have been completed, and said channel of thirty feet in depth and three hundred and fifty feet in width shall have been obtained, that the United States may elect to pay the said one mil-

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lion dollars, and stop the payment of said interest and said annual sum of one hundred thousand dollars for the maintenance of said depth and width, said United States shall have the right to do so on payment of said money held as security and in pledge as aforesaid, together with the interest and annual compensation for maintenance which may be earned at the date of such final payment; and on such payment being made by the United States the supervision and maintenance of said jettees [*sic*] and auxiliary works by said Eads and associates, and all liability on their part shall cease and determine.

Survey to be made.

SEC. . That in order to facilitate the proper location of said jettees [*sic*], which shall not be less than seven hundred feet apart, and to correctly determine such effects as may be produced by them, the Chief of the Coast Survey shall, as soon as practicable, cause a careful topographic and hydrographic survey to be made of said pass and bar, and shall submit the same to the Secretary of War, who shall furnish to said Eads the results of any such survey. And the sum of five thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated for said survey and examination.

Appropriation.

Penalty for injury to works or interfering with construction.

SEC. . That any person maliciously or intentionally injuring said works, or interfering with the construction thereof, shall be deemed guilty of a misdemeanor, and may be tried for such offense before the district court of the United States for the district wherein such offense may be committed; and, if found guilty, he shall be liable to a fine not exceeding one thousand dollars, or to imprisonment for not more than two years, or to both fine and imprisonment as aforesaid, for each offense.

Right to use materials on public lands.

SEC. . That the said Eads and his associates shall have the right under such regulations as the Secretary of War shall prescribe, to use any materials on the public lands of the United States that shall be suitable for, and may be needed in, the construction of said works.

In event of death or disability of Mr. Eads, work to be prosecuted.

SEC. . That in case of death or other disability of said Eads before the completion of said works, the same shall be prosecuted and completed by his legal representatives and his associates aforesaid, with the same powers, rights, obligations, and compensations as if done by him in person.

Secretary of War to carry into effect provisions of act, and draw warrants in payment.

SEC. . That the Secretary of War be, and he is hereby authorized and directed to carry into effect the provisions of this act on behalf of the United States, and, when the said Eads and his associates shall, from time to time, have fulfilled on their part the several foregoing conditions of this act, to draw his warrants upon the Treasurer of the United States in favor of said Eads, or his legal representatives, in payment of the aforesaid amounts as they respectively become due by the provisions of this act.

Payments to be reported.

And it shall be the duty of the Secretary of War to embody in his annual reports the payments made from time to

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Reports of progress of construction.

time under this act, and the probable times when other payments will become due, and to report during the construction of the works herein authorized all important facts relating to the progress of the same, the materials used, and the character and permanency with which the said jettees [*sic*] and auxiliary works are being constructed, to the end that the Congress of the United States may be kept fully advised as to the faithfulness and efficiency with which the said works are being executed by the said Eads and associates, it being expressly understood that while said Eads shall be entrammeled in the exercise of his judgment and skill in the location, design, and construction of said jettees [*sic*] and auxiliary works, the intent of this act is not simply to secure the wide and deep channel first above named, but likewise to provide for the construction of thoroughly substantial and permanent works by which said channel may be maintained for all time after their completion. And in case the Secretary of War shall be of the opinion that this work is not being constructed according to the spirit and intent of this act, he shall report the same to the President, who shall appoint a commission, consisting of an officer of the Army, an officer of the Navy, and a competent person from civil life, to inspect and examine the works being constructed by said Eads and his associates; and in case the said commission shall report that the works are being constructed upon a design that will not be of a substantial and permanent character when completed, all the facts in the case shall be laid before Congress at the earliest possible moment, and payments upon said works shall be suspended until Congress shall otherwise order.

If not being constructed according to act, commission to be appointed.

If commission report adversely, facts to be laid before Congress.

Suspension of payments.

Payments to be made in money or bonds at Government option.

SEC. . That the option of discharging the obligations herein assumed by the United States, either in money or bonds, is expressly reserved; and the Secretary of the Treasury is hereby directed to issue the bonds of the United States, bearing five per centum interest, of the character and description set out in the act entitled "An act to authorize the refunding of the public debt," approved July fourteenth, eighteen hundred and seventy, to said Eads or his legal representatives, in payment at par of the aforesaid warrants of the Secretary of War, unless the Congress of the United States shall have previously provided for the payment of the same by the necessary appropriations of money: *Provided*, That in no case shall the Government of the United States be liable for any losses incurred by said Eads and his associates in the performance of the work herein mentioned, nor shall any payments thereon be made in excess of the sums nor contrary to the terms hereinbefore prescribed.

United States not liable for losses.

Approved, March 3, 1875.

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CHAP. 139.—An Act To enable the people of Colorado to form a constitution and State government, and for the admission of the said State into the Union on an equal footing with the original States.

Mar. 3, 1875. Vol. 18, pt. 3, p. 474.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the inhabitants of the Territory of Colorado included in the boundaries hereinafter designated be, and they are hereby, authorized to form for themselves, out of said Territory, a State government, with the name of the State of Colorado; which State, when formed, shall be admitted into the Union upon an equal footing with the original States in all respects whatsoever, as hereinafter provided.

Colorado made a State.

* * * * *

SEC. 12. That five per centum of the proceeds of the sales of agricultural public lands lying within said State which shall be sold by the United States subsequent to the admission of said State into the Union, after deducting all the expenses incident to the same, shall be paid to the said State for the purpose of making such internal improvements within said State as the legislature thereof may direct: *Provided*, That this section shall not apply to any lands disposed of under the home-stead laws of the United States, or to any lands now or hereafter reserved for public or other uses.

5 per cent of sales of public lands for internal improvements.

Proviso.

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Approved, March 3, 1875.

CHAP. 152.—An Act Granting to railroads the right of way through the public lands of the United States.

Mar. 3, 1875. Vol. 18, pt. 3, p. 482.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of way through the public lands of the United States is hereby granted to any railroad company duly organized under the laws of any State or Territory, except the District of Columbia, or by the Congress of the United States, which shall have filed with the Secretary of the Interior a copy of its articles of incorporation, and due proofs of its organization under the same, to the extent of one hundred feet on each side of the central line of said road; also the right to take, from the public lands adjacent to the line of said road, material, earth, stone, and timber necessary for the construction of said railroad; also ground adjacent to such right of way for station-buildings, depots, machine shops, side-tracks, turn-outs, and water-stations, not to exceed in amount twenty acres for each station, to the extent of one station for each ten miles of its road.

Right of way, materials, station grounds, etc., granted to railroads.

Vol. 25, pp. 473, 654.

Post, pp. 532, 536.

* * * * *

SEC. 4. That any railroad-company desiring to secure the benefits of this act, shall, within twelve months after the location of any section of twenty miles of its road, if the same be upon surveyed lands, and, if upon unsurveyed

Profile of road claiming benefits, when to be filed.

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lands, within twelve months after the survey thereof by the United States, file with the register of the land office for the district where such land is located a profile of its road; and upon approval thereof by the Secretary of the Interior the same shall be noted upon the plats in said office; and thereafter all such lands over which such right of way shall pass shall be disposed of subject to such right of way: *Provided*, That if any section of said road shall not be completed within five years after the location of said section, the rights herein granted shall be forfeited as to any such uncompleted section of said road.

Disposal of lands subject to right of way.

Forfeiture of right.

* * * * *

Approved, March 3, 1875.

Mar. 3, 1875. Vol. 18, pt. 3, p. 506.

[Repealed.]

CHAP. 166.—An Act To aid in the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever, in the prosecution and maintenance of the improvement of the Wisconsin and Fox Rivers in the State of Wisconsin, it becomes necessary or proper in the judgment of the Secretary of War to take possession of any lands, or the right of way over any lands, for canals and cut-offs, or to use any earth-quarries or other material lying adjacent or near to the line of said improvement and needful for its prosecution or maintenance, the officers in charge of said works may, in the name of the United States, take possession of and use the same, after first having paid or secured to be paid the value thereof, which may have been ascertained in the mode provided by the laws of the State wherein such property lies. In case any lands or other property is now or shall be flowed or injured by means of any part of the works of said improvement heretofore or hereafter constructed for which compensation is now or shall become legally owing, and in the opinion of the officer in charge it is not prudent that the dam or dams be lowered, the amount of such compensation may be ascertained in like manner. The Department of Justice shall represent the interests of the United States in legal proceedings under this act, and for fowage [*sic*] -damages hereinbefore occasioned.

Lands, etc., to be taken possession of. Vol. 25, p. 21. *Post*, p. 476.

Damages.

Department of Justice to represent United States.

SEC. 2. That a portion of the appropriation now made for the further prosecution of the improvement aforesaid, not exceeding in amount twenty-five thousand dollars, may be applied in payment for the property and rights taken and used as aforesaid.

Part of appropriation may be used in payment for property, etc.

Approved, March 3, 1875.

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CHAP. 172.—An Act For the further security of navigation on the Mississippi River.

Mar. 3, 1875. Vol. 18, pt. 3, p. 510.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to inquire into the expediency of causing shear-booms to be placed on the upper end of all or any bridge-piers on the Mississippi River, for the better security and convenience of the navigation of said river for rafts of logs and timber, with specific report in each case.

Sheer booms on bridge piers on Mississippi River.

Approved, March 3, 1875.

CHAP. 88.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal years ending June thirtieth, eighteen hundred and seventy-six, and for prior years, and for other purposes.

May 1, 1876. Vol. 19, p. 41.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and seventy-six, and for former years, and for other purposes, namely:—

Deficiency appropriation.

* * * * *

For topographic and hydrographic survey of the South Pass and bar at the mouth of the Mississippi River, under act of March third eighteen hundred and seventy-five, two thousand and one hundred dollars and twenty-eight cents.

Survey of South Pass. 1875, c. 134.

* * * * *

Approved, May 1, 1876.

CHAP. 123.—An Act Authorizing the residents and property-owners of Neville Township, county of Allegheny, and State of Pennsylvania, to close the channel of the Ohio River on the south side of Neville Island by the construction of an embankment or causeway from the head of said island to the southern shore of said river.

June 12, 1876. Vol. 19, p. 58.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the residents and property-owners of Neville Township, county of Allegheny, and State of Pennsylvania, be, and they are hereby, authorized and empowered to close the channel of the Ohio River on the south side of Neville Island, in said township, by the construction of an embankment or causeway from the head of said island to the southern shore of said river: *Provided, however*, That the Government of the United States shall not be liable for any expenses incurred in the performance of said work, or by reason thereof[a].

Channel of Ohio River on south side of Neville Island may be closed. Vol. 32, p. 374. *Post*, p. 1009.

Proviso.

Approved, June 12, 1876.

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[a] Repealed by section 8 of the river and harbor act of June 13, 1902.

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July 12, 1876. Vol. 19, p. 89.

CHAP. 184.—An Act To authorize the Northwestern Improvement Company, a corporation organized under the laws of the State of Wisconsin, to enter upon the Menomonee Indian Reservation, and improve the Oconto River, its branches and tributaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress be, and hereby is, given to the Northwestern Improvement Company, a corporation organized under the laws of the State of Wisconsin, to improve the Oconto River and its branches and tributaries, so as to run logs down said river its branches, and tributaries, across the Menomonee Indian reservation, in accordance with the laws of said State: *Provided*, That any damages which may be caused by such improvement shall be awarded as in all other cases under the laws of the State of Wisconsin, and the amount be paid into the Treasury of the United States for the benefit of said Indians; and said Indians and all other persons shall be permitted to use said river for the purpose of running logs, as contemplated in this act; and the charges for said privileges shall be regulated by the legislature of the State of Wisconsin: *Provided*, That all privileges under this act may be altered or revoked by Congress.

Improvement of Oconto River, Wis., by Northwestern Improvement Co.

Damages.

Rights of Menominee Indians.

Approved, July 12, 1876.

July 31, 1876. Vol. 19, p. 102.

CHAP. 246.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and seventy-seven, namely:

Appropriations for sundry civil expenses.

* * * * *

For work necessary for the protection of the river banks at Fort Brown, Texas against the encroachments of the Rio Grande ten thousand dollars or so much thereof as may be necessary, to be expended under the directions of the Secretary of War.

River banks at Fort Brown.

* * * * *

Approved, July 31, 1876.

Aug. 14, 1876. Vol. 19, p. 132.

CHAP. 267.—An Act Making appropriations for the construction, repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not

Appropriations for rivers and harbors.

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otherwise appropriated, to be expended, under the direction of the Secretary of War, for the repair, preservation, construction, and completion of the following public works hereinafter named.

For the improvement of the harbor at Dunkirk, New York, eighteen thousand dollars. **Dunkirk.**

For the improvement of the harbor at Buffalo, New York, eighty-five thousand dollars. **Buffalo.**

For the improvement of the harbor at Wilson, New York, ten thousand dollars. **Wilson.**

For the improvement of the harbor at Oak Orchard, New York two thousand dollars. **Oak Orchard.**

For the improvement of the harbor at Pultneyville, New York three thousand dollars. **Pultneyville.**

For the improvement of the harbor at Great Sodus Bay, New York, five thousand dollars. **Great Sodus Bay.**

For removing obstructions in the East River and Hell Gate, New York, two hundred and fifty thousand dollars. **Hell Gate.**

For the improvement of the natural entrance to Superior Bay, Wisconsin, three thousand dollars. **Superior. Bay.**

For the improvement of the harbor at Du Luth, Minnesota, fifteen thousand dollars. Said appropriation is made upon the express condition that it shall be without prejudice to either party in the suit now pending between the State of Wisconsin, plaintiff, and the city of Du Luth and the Northern Pacific Railroad, defendants. **Duluth.**

For the improvement of the harbor at Ontonagon, Michigan, fifteen thousand dollars. **Ontonagon.**

For the improvement of Eagle Harbor, Michigan, twelve thousand dollars. **Eagle Harbor.**

For the improvement of the harbor at Marquette, Michigan, two thousand dollars. **Marquette.**

For the improvement of the harbor at Frankfort, Michigan, three thousand dollars. **Frankfort.**

For the improvement of the harbor at Manistee, Michigan, fourteen thousand dollars. **Manistee.**

For the improvement of the harbor at Ludington, Michigan ten thousand dollars. **Ludington.**

For the improvement of the harbor at Pentwater, Michigan, ten thousand dollars. **Pentwater.**

For the improvement of the harbor at White River, Michigan, five thousand dollars. **White River (Lake).**

For the improvement of the harbor at Muskegan, Michigan, fifteen thousand dollars. **Muskegon.**

For the improvement of the harbor at Grand Haven, Michigan, fifteen thousand dollars. **Grand Haven.**

For the improvement of the harbor at Green Bay, Wisconsin, eight thousand dollars. **Green Bay.**

For the improvement of the harbor at Menomonee, Wisconsin, eight thousand dollars. **Menominee.**

For the improvement of the harbor at Ahnepee, Wisconsin, eight thousand dollars. **Ahnapee.**

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Two Rivers. For the improvement of the harbor at Two Rivers, Wisconsin, five thousand dollars.

Falls of St. Anthony. For the improvement of the falls of Saint Anthony, Minnesota, one hundred and twenty thousand dollars.

Minnesota River. For the improvement of Minnesota River, Minnesota, ten thousand dollars.

Toledo. For the improvement of the harbor at Toledo, Ohio, sixty thousand dollars.

Sandusky. For the improvement of the harbor at Sandusky City Ohio, twenty-five thousand dollars.

Vermilion. For the improvement of the harbor at Vermillion, Ohio, five thousand dollars.

Cleveland. For a breakwater at Cleveland Harbor, Ohio, fifty thousand dollars.

For repair of east pier at Cleveland, Ohio, eight thousand dollars; and the Secretary of War is hereby authorized to agree with the Pittsburgh and Cleveland Railroad Company for such use and occupancy of said pier as is consistent with the public interests, upon such terms and conditions as he deems reasonable and just; and in case said railroad company shall neglect or refuse to make an agreement satisfactory to the Secretary of War, upon a certificate of that fact to the Attorney-General it shall be the duty of the latter officer to enforce the rights of the United States in the premises by appropriate action.

Agreement to be made with Cleveland and Pittsburgh R. R. Co.

Connecticut River. For the improvement of Connecticut River below Hartford Connecticut, twenty thousand dollars.

Fall River. For the improvement of the harbor at Fall River, Massachusetts, ten thousand dollars.

New Bedford. For the improvement of the harbor at New Bedford, Massachusetts, ten thousand dollars.

Penobscot River. For the improvement of Penobscot River, Maine, ten thousand dollars; four thousand dollars of which shall be expended at or near the "Narrows" in said river at Bucksport.

Cocheco River. For the improvement of Cocheco River, New Hampshire, fourteen thousand dollars.

Burlington. For the improvement of the harbor at Burlington, Vermont, twenty thousand dollars.

Swanton. For improvement of the harbor at Swanton, Vermont, two thousand dollars.

Chester. For the construction of Ice Harbor at Chester, Pennsylvania, two thousand six hundred dollars.

Passaic River. For the improvement of Passaic River, New Jersey, ten thousand dollars.

Wilmington. For removing obstructions from, and the improvement of, the harbor at Wilmington, Delaware, sixteen thousand dollars.

Lewes. For the construction of piers in Delaware Bay near Lewes, Delaware, thirty thousand dollars.

Chicago. For the improvement of the harbor at Chicago, Illinois, five thousand dollars.

Des Moines Rapids. For the improvement of the Des Moines Rapids, Mississippi River, two hundred and thirty thousand dollars.

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For the improvement of the harbor at Baltimore, Maryland, seventy-five thousand dollars. **Baltimore.**

For the improvement of the Rappahannock River, Virginia, ten thousand dollars. **Rappahannock River.**

For the improvement of James River, Virginia, sixty thousand dollars. **James River.**

For the improvement of Cape Fear River, North Carolina, one hundred and thirty-two thousand five hundred dollars. **Cape Fear River.**

For the improvement of the French Broad River between Brevard and the Buncombe County line, North Carolina, ten thousand dollars. **French Broad River.**

For the improvement of Pamlico River, North Carolina, fifteen thousand dollars. **Pamlico River.**

For the improvement of the Hiawassee River, Tennessee, ten thousand dollars. **Hiwassee River.**

For the improvement of Cumberland River above the city of Nashville, Tennessee, from Nashville to the Kentucky line, fifteen thousand dollars; and thence to the foot of Smith's Shoals, ten thousand dollars; and for Smith's Shoals, twenty-five thousand dollars; and from Smith's Shoals to the Falls of the Cumberland, two thousand dollars. **Cumberland River.**

For the improvement of the Great Kanawha River, West Virginia, including the purchase of, and full payment for, sites for dams and locks, between the Great Falls and the Ohio River, not exceeding fifteen thousand dollars, two hundred and seventy thousand dollars. **Kanawha River.**

For removal of Beaver and Nailor Bend rocks, and for cleaning out snags and fallen trees in the Little Kanawha, West Virginia, seven thousand and three hundred dollars. **Little Kanawha River.**

For the improvement of the harbor at Savannah, Georgia, sixty-two thousand dollars. **Savannah.**

For the improvement of the Chattahoochie and Flint Rivers, Georgia, twenty thousand dollars. **Chattahoochee and Flint rivers.**

For continuing the work of dredging and removing obstructions to navigation in Cypress Bayou, Texas, thirteen thousand dollars. **Cypress Bayou.**

For the improvement at Sabine Pass, and for improvement of Blue Buck Bar and Sabine Bay, and for deepening the channel over the bar at the mouth of the Sabine River, and for deepening of the channel over the bar at the mouth of Neches River, where these rivers enter Sabine Bay, thirty-eight thousand dollars. **Sabine Pass, Sabine and Neches rivers.**

For the improvement of Pass Cavallo, inlet to Matagorda Bay, Texas, twenty thousand dollars. **Pass Cavallo.**

For the improvement of the Coosa River, Georgia and Alabama between Rome and the Selma, Rome and Dalton Railroad bridge, thirty thousand dollars. **Coosa River.**

For the improvement of Ouchita River, Arkansas and Louisiana, twelve thousand dollars. **Ouachita River.**

For the improvement of the harbor at Cedar Keys, Florida, ten thousand dollars. **Cedar Keys.**

For the improvement of the Lower Willamette and Columbia Rivers from Portland, Oregon, to the sea, twenty thousand dollars. **Lower Willamette and Columbia rivers.**

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Upper Willamette River. For the improvement of the Upper Willamette River, Oregon, twenty thousand dollars.

Upper Columbia River. For the improvement of the Upper Columbia, including Snake River, fifteen thousand dollars.

Oakland Harbor. For the improvement of Oakland Harbor, California, to be applied to finishing training walls and dredging between them, seventy-five thousand dollars.

San Joaquin River. For the improvement of San Joaquin River, California, twenty thousand dollars.

Delaware River. For the improvement of the Delaware River below Petty's Island, forty thousand dollars.

Red River. For removing raft in Red River and closing Tone's Bayou, Louisiana, thirty-five thousand dollars.

Little Sodus Bay. For the improvement of the harbor at Little Sodus Bay, New York, five thousand dollars.

Schuylkill River. For the improvement of the Schuylkill River, Pennsylvania twenty thousand dollars.

Bridgeport. For the improvement of the harbor at Bridgeport, Connecticut, ten thousand dollars.

Southport. For improvement of the harbor at Southport, Connecticut, five thousand dollars.

Black Lake (Holland). For the improvement of the harbor at Black Lake, Michigan, fifteen thousand dollars.

Saugatuck. For the improvement of the harbor at Saugatuck, Michigan, three thousand dollars.

St. Joseph. For the improvement of the harbor at Saint Joseph's, Michigan, twelve thousand dollars.

Manitowoc. For the improvement of the harbor at Manitowoc, Wisconsin, eight thousand dollars.

Sheboygan. For the improvement of the harbor at Sheboygan, Wisconsin, six thousand dollars.

Port Washington. For the improvement of the harbor at Port Washington, Wisconsin, eight thousand dollars.

Oswego. For the improvement of the harbor at Oswego, New York, ninety thousand dollars.

Hudson River. For the improvement of Hudson River, fifty thousand dollars.

Appomattox River. For the improvement of the Appomattox River, Virginia, thirty thousand dollars.

South Branch, Elizabeth River. For the improvement of the South Branch of Elizabeth River, Virginia, five thousand dollars.

Nansemond River. For the improvement of Nansemond River, Virginia, five thousand dollars.

Yazoo River. For the improvement of the Yazoo River, Mississippi, fifteen thousand dollars.

White River. For the improvement of White River at Buffalo Shoals, Arkansas, ten thousand dollars.

Perquimans River. For the improvement of Perquimons River, North Carolina, two thousand five hundred dollars.

Charleston. For the improvement of the harbor at Charleston, South Carolina, ten thousand dollars.

Etowah River. For the improvement of the Etowah River, Georgia, ten thousand dollars.

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For the improvement of the Ocmulgee River, Georgia, fifteen thousand dollars. Ocmulgee River.

For the improvement of New River from the lead-mines in Wythe County, Virginia, to the mouth of Greenbrier River, West Virginia, fifteen thousand dollars. New River.

For the improvement of the harbor at Norfolk, Virginia, thirty-five thousand dollars. Norfolk.

For the improvement of the Warrior and Tombigbee River, Alabama, fifteen thousand dollars. Warrior and Tombigbee rivers.

For the improvement of the Choctawhatchie River, Florida and Alabama, five thousand dollars. Choctawhatchee River.

For continuing the improvement on the outer bar at Galveston, Texas, one hundred and forty-two thousand dollars. Galveston.

For the improvement of the Missouri River above the mouth of the Yellowstone, twenty thousand dollars. Missouri River.

For the improvement of Chester River at Kent Island Narrows, Maryland, five thousand dollars. Chester River.

For the improvement of the Wicomico River [a], Maryland, five thousand dollars. Wicomico River.

For the improvement of the harbor at Michigan City, Indiana, thirty-five thousand dollars. Michigan City.

For the improvement of the channel of the Mississippi River opposite the city of Saint Louis, Missouri, by the construction of a low dam across the channel east of Arsenal Island, known as Cahokia Chute, and in the revetment of said island, twenty-nine thousand, six hundred dollars. Mississippi River opposite St. Louis, Mo.

For the improvement of the Rush Chute and the harbor of Burlington, Iowa, ten thousand dollars. Burlington.

For the improvement of the harbor at Fort Madison, Iowa, ten thousand dollars. Fort Madison.

For the improvement of the harbor at South Haven, Michigan, ten thousand dollars. South Haven.

For the improvement of Saint Mary's River and Saint Mary's Falls Canal, Michigan, one hundred and thirty thousand dollars. St. Marys River, etc.

For the improvement of the harbor at Cheboygan, Michigan, ten thousand dollars. Cheboygan.

For the improvement of Au Sable River, Michigan, one thousand dollars. Au Sable River.

For the improvement of the Saginaw River Michigan, eleven thousand dollars. Saginaw River.

For the improvement of the harbor at Milwaukee, Wisconsin, twenty-six thousand dollars. Milwaukee.

For the improvement of the harbor at Kenosha, Wisconsin, eight thousand dollars. Kenosha.

For the improvement of the Mississippi River above the Falls of Saint Anthony, twenty thousand dollars; no part of which shall be expended upon the Falls of Saint Anthony. Mississippi River above Falls of St. Anthony.

For the improvement of the harbor at Monroe, Michigan, five thousand dollars. Monroe.

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[a] On the eastern shore.

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Charlevoix. For the improvement of the harbor at Charlevoix, Michigan, ten thousand dollars.

Thunder Bay (Alpena). For the improvement of the harbor at Thunder Bay, Michigan, four thousand five hundred dollars.

Ashtabula. For the improvement of the harbor at Ashtabula, Ohio, five thousand dollars.

Port Clinton. For the improvement of the harbor at Port Clinton, Ohio, five thousand dollars.

Fairport. For the improvement of Fairport Harbor, Ohio, five thousand dollars.

Black River. (Lorain). For repair of piers at mouth of Black River, Ohio, six thousand dollars.

Fox and Wisconsin rivers. For the improvement of the Fox and Wisconsin Rivers, two hundred and seventy thousand dollars.

Erie. For the improvement of the harbor at Erie, Pennsylvania, forty thousand dollars.

Block Island. For the improvement of the breakwater at Block Island, Rhode Island, forty thousand dollars.

Boston. For the improvement of the Boston Harbor, Massachusetts, fifty thousand dollars.

Little Narragansett Bay. For the improvement of Little Narragansett Bay, Rhode Island and Connecticut, five thousand dollars.

Kennebunk River. For the improvement of the Kennebunk River, Maine, five thousand dollars.

Belfast. For the improvement of Belfast Harbor, Maine, five thousand dollars.

Rondout. For the improvement of the harbor at Rondout, New York, thirty thousand dollars.

Port Jefferson. For the improvement of the harbor at Port Jefferson, Long Island, New York, six thousand dollars.

Staten Island channel. For the improvement of the channel between Staten Island and New Jersey, ten thousand dollars.

Provincetown. For the improvement of the harbor at Provincetown, Massachusetts, four thousand dollars.

Newcastle. For the construction of piers of Ice Harbor, and removing obstructions at New Castle, Delaware, twelve thousand dollars.

Sandbeach (Harbor Beach). For the improvement of the Harbor of Refuge, Lake Huron, Michigan, including removal of the wreck of the "City of Buffalo," seventy-five thousand dollars.

Chippewa River. For the improvement of the Chippewa River, Wisconsin, ten thousand dollars.

Wabash River. For the improvement of the Wabash River, Indiana, seventy thousand dollars.

Calumet. For the improvement of the harbor at Calumet, Illinois, twenty thousand dollars.

Illinois River. For the improvement of the Illinois River, Illinois, forty thousand dollars.

Red River of the North. For the improvement of the Red River of the North, Minnesota, ten thousand dollars.

Upper Mississippi River. For the improvement of the Upper Mississippi River, thirty thousand dollars; and seven thousand dollars thereof may be applied, if the Secretary of War shall deem it for the public interest, in constructing the necessary machinery

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used in Captain Edward Bell's process for building wing-dams, and applying said process in the improvement of said river.

Bell's wing dams.

For the improvement of Rock Island Rapids, Mississippi River, twenty-five thousand dollars.

Rock Island Rapids.

For the improvement of the Mississippi, Missouri, and Arkansas Rivers, one hundred thousand dollars: *Provided*, That ten thousand dollars thereof shall be expended for removing the bar at Fort Smith, Arkansas: *And provided further*, That forty thousand dollars of the above sum shall be expended on the Missouri River, including improvements opposite Saint Joseph, Missouri, and at Nebraska City.

Mississippi, Missouri, and Arkansas rivers.

Proviso.

For the improvement of the Mississippi River between the mouths of the Illinois and Ohio Rivers, (fifteen thousand dollars of which are to be expended between the mouths of the Illinois and Missouri Rivers, and thirty thousand dollars of which are to be expended between the foot of Dickey Island and the mouth of the Ohio River, and five thousand dollars of which are to be expended between islands Number Fourteen and Number Fifteen near the town of Kaskaskia, Illinois,) two hundred thousand dollars.

Mississippi River.

How expended.

For removal of a bar in the Mississippi River opposite Dubuque, Iowa, fifteen thousand dollars.

Mississippi River opposite Dubuque.

For the improvement of the Ohio River, one hundred and seventy-five thousand dollars.

Ohio River.

For the annual expense of gauging the waters of the Lower Mississippi and its tributaries and for continuing observations of the rise and fall of the same, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.

Lower Mississippi, gauging waters.

Res. 40, Feb. 21, 1871; R. S., § 252, p. 1021.

For the improvement of the Tennessee River, two hundred and seventy thousand dollars; fifteen thousand dollars of which are to be expended above Chattanooga, and the remaining two hundred and fifty-five thousand dollars are to be expended upon Muscle Shoals.

Tennessee River.

To ascertain in current and next fiscal years, as required by act of March third, eighteen hundred and seventy-five, the depth of water and width of channel secured and maintained, from time to time, by James B. Eads, at South Pass of the Mississippi River, and to enable the Secretary of War to report during the construction of the work the payments made from time to time and the probable times of other payments, and to report during the construction of the work all important facts relating to the progress of the same, materials used, and the character and permanency with which the said jettee and auxiliary works are being constructed, fifteen thousand dollars.

South Pass of Mississippi, depth.

1875, c. 134.

For the construction of a canal around the cascades of the Columbia River in the State of Oregon, ninety thousand dollars; of which amount the Secretary of War is authorized to expend so much as, in his judgment, may be neces-

Columbia River canal.

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sary and proper to secure title and right of way for canal and locks, not exceeding the sum of ten thousand dollars; and whenever, in the prosecution of the said work, it shall have become necessary to obtain the right of way over any lands for the said canal and locks, the Secretary of War shall take possession of and use the said lands, after having purchased the same, or, in case the said lands can not be purchased for a reasonable price, then after having paid for the same, or secured the value thereof, which value may be ascertained in the mode provided by the laws of Oregon for the condemnation of lands for public uses in that State. The Department of Justice shall represent the interests of the United States in any legal proceedings under this act to obtain the right of way for said canal.

Proviso.

Racine.

For the improvement of the harbor at Racine, Wisconsin, eight thousand dollars.

Galveston Bay.

For the continuing of the work on the ship channel in Galveston Bay, seventy-two thousand dollars; to be expended between Red Fish Bar and Morgan's Point.

Mouth of Mississippi River.

For the improvement of the mouth of the Mississippi River, one hundred thousand dollars: *Provided*, That this appropriation shall not be available whenever and so long as there shall be an open channel of eighteen feet of water, at mean tide, to and from the sea through the South Pass of the Mississippi River to the port of New Orleans.

Proviso.

How appropriations to be applied and expended.

It shall be the duty of the Secretary of War to apply the moneys herein appropriated as far as may be by contract, except when specific estimates can not be made for the particular work, or where, in the judgment of said Secretary, the work can not be contracted at prices advantageous to the Government, and except the appropriations made for examinations and surveys; and such contracts shall be made after sufficient public advertisement for proposals, in such form and manner as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders therefor, accompanied by such securities as the Secretary of War shall require.

Survey of ship channel in Galveston Bay.

SEC. 2. That the Secretary of War is hereby directed to cause a survey for a ship channel through Galveston Bay, beginning at twelve feet water in the mouth of the San Jacinto River and running out of the mouth of said river east of Morgan's Point to the present channel, through Red Fish Bar; thence through the same, extending through Galveston Harbor, passing west of Half-Moon Shoals and Pelican Island, and to twelve feet water in Galveston Channel; and to cause an estimate of the cost of the same to be made and of the comparative merits of the same, with the route to the head of Bolivar Channel; and of the effects of the completion of each of said channels on the Galveston Harbor as to shoaling or deepening the same, and report the same to Congress by the first day of December, eighteen hundred and seventy-six, the cost thereof, not to exceed ten thousand dollars, to be paid out of the forty thousand dollars hereinafter appropriated. And

Repairs and surveys.

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the sum of forty thousand dollars is hereby appropriated for incidental repairs of harbors for which there is no special appropriation provided for by law, and for examination and survey of such rivers and harbors, as in the judgment of the Secretary of War, will subserve the general interests of commerce.

Reports by Secretary of War of necessary legislation and unlawful use of piers, etc.

SEC. 3. That the Secretary of War is hereby directed to report to Congress on the first Monday of December next what legislation, in his opinion, is necessary to protect the breakwaters, piers, and other public works constructed by the United States against trespasses upon or injury thereto; and the Secretary of War is hereby directed to report to Congress at its next session all the instances in the United States in which piers, breakwaters, or other structures or works built or made by the United States in aid of commerce or navigation, are used, occupied, or injured by a corporation or an individual, and the extent and mode of such use, occupation, or injury, and the facts touching the same. Any person who shall wilfully and unlawfully injure any pier, breakwater, or other work of the United States for the improvement of rivers or harbors, or navigation in the United States, shall, on conviction thereof, be punished by a fine not exceeding one thousand dollars.

Approved, August 14, 1876.

CHAP. 105.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1878, and for other purposes.

Mar 3, 1877.
Vol. 19, p. 344.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and seventy-eight, namely:

Appropriations, sundry civil expenses.

* * * * *

James B. Eads.
South Pass, Mississippi River.
1875, c. 134; 18 Stat., 463.

The requisite amount is hereby appropriated out of any money in the Treasury not otherwise appropriated, to pay all money that may become due and owing to James B. Eades [Eads] and his associates in [*sic*] in accordance with the provisions of the act approved March third, eighteen hundred and seventy-five, prior to the first of February, eighteen hundred and seventy-eight.

* * * * *

Approved, March 3, 1877.

[No. 2.] Joint Resolution Relative to reservoirs to promote the navigation of the Mississippi River.

Dec. 15, 1877.
Vol. 20, p. 246.

Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, requested to make such preliminary examination of the headwaters of the Saint Croix, Chippewa, and Wisconsin Rivers, in

Reservoirs on St. Croix River, etc., examination for.

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the States of Minnesota and Wisconsin, as is consistent with his service, to determine the extent and practicability of reservoirs upon the same, and report to this Congress the result of such examination, together with a compilation of all information and reports in his office bearing upon the subject of reservoirs, by February fifteenth proximo, or as early thereafter as practicable. And that he also report the estimated amount and character of the lands which would be submerged by such reservoirs.

Approved, December 15, 1877.

Feb. 7, 1878. Vol. 20, p. 24.

CHAP. 13.—An Act For the removal of obstructions from the Mississippi, Missouri, Arkansas and Red rivers and for the preservation of the public property.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of forty thousand dollars be and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the War Department, for the removal of snags and other obstructions from the Mississippi, Missouri, and Arkansas Rivers, and for the preservation of the government vessels in that service.

Removing obstructions from Mississippi and other rivers.

SEC. 2. That the sum of six thousand dollars be and the same is hereby appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the War Department, for the purpose of opening the navigation of Red River above Shreveport in the State of Louisiana, and keeping said navigation open and free from rafts, and for the purpose of preserving the vessels and boats of the United States employed in that work.

Opening navigation, Red River, La.

SEC. 3. That this act take effect from the date of its passage.

To take effect.

Approved, February 7, 1878.

Apr. 10, 1878. Vol. 20, p. 36.

CHAP. 58.—An Act To authorize the Secretary of War to prescribe rules and regulations to be observed in the preparation, submission, and opening of bids for contracts under the War Department.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized to prescribe rules and regulations to be observed in the preparation and submission and opening of bids for contracts under the War Department; and he may require any bid to be accompanied by a bond in such penal sum as he may deem advisable, with good and sufficient security, conditioned that the bidder will enter into a contract agreeably to the terms of his bid, if the same be awarded to him

Bids for contracts under War Department.

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within sixty days from the date of the opening of the bids, or otherwise pay the penalty. No bid shall be withdrawn by the bidder within the said period of sixty days.

Approved, April 10, 1878.

CHAP. 75.—An Act To provide for deficiencies in the appropriations for the service of the Government for the fiscal year ending June 30, 1878, and for prior years, for subsistence of the Army, and for other purposes.

Apr. 30, 1878. Vol. 20, p. 41.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, namely:

Deficiency appropriations.

* * * * *

To pay the current expenses of operating the Des Moines Rapids Canal on the Upper Mississippi River until July first, eighteen hundred and seventy-eight, seven thousand five hundred dollars, or so much thereof as may be necessary, the same to be expended under the direction of the Secretary of War.

Des Moines Rapids Canal.

* * * * *

Approved, April 30, 1878.

CHAP. 161.—An Act Making further appropriations for continuing the improvements of Galveston Harbor, State of Texas.

June 7, 1878. Vol. 20, p. 100.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of seventy-five thousand dollars be, and the same is hereby, appropriated, out of any moneys not otherwise appropriated, for the purpose of continuing the improvements of Galveston Harbor, in the State of Texas; which improvements are now being prosecuted under the direction of the Secretary of War, and the appropriation for which is substantially exhausted; and that the said sum be expended under his direction.

Galveston Harbor.

Approved, June 7, 1878.

CHAP. 191.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1878, and prior years, and for those heretofore treated as permanent, for re-appropriations and for other purposes.

June 14, 1878. Vol. 20, p. 115.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

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Balances surplus fund made. 1874, c. 328; 18 Stat., 110.

SEC. 2. That the following balances of appropriations, carried to the surplus fund under the provisions of the fifth section of the act approved June twentieth, eighteen hundred and seventy-four, being required to complete the service of the fiscal year eighteen hundred and seventy-five, and prior years, are hereby continued and rendered available for such purpose, namely:

* * * * *

Surveys of western, etc., rivers. 1870, c. 292; 16 Stat., 300.

For examination and surveys on western and northwestern rivers, there is reappropriated from the balance of fifty thousand dollars appropriated by act of July fifteenth, eighteen hundred and seventy, the sum of three hundred and thirty-four dollars and forty cents.

* * * * *

Alluvial basin, Mississippi. 1874, c. 411; 18 Stat., 199.

For balance of twenty-five thousand dollars appropriated by act of June twenty-second, eighteen hundred and seventy-four, for commission to investigate and report plan for reclamation of alluvial basin of Mississippi River, five thousand dollars.

* * * * *

Approved, June 14, 1878.

June 15, 1878. Vol. 20, p. 140.

CHAP. 216.—An Act To authorize the Barataria Ship Canal Company to construct and operate a ship-canal from New Orleans to the Gulf of Mexico, through the lands and waters of the United States, and to grant to said company the right of way for that purpose.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Barataria Ship-Canal Company, a body corporate of the State of Louisiana, created by an act of the legislature of said State, approved April twenty-fourth, eighteen hundred and seventy-seven, be, and the same is hereby, granted the right of way through the lands and waters of the United States, to enable said company to construct and operate a ship-canal from a point at or near the city of New Orleans to the Gulf of Mexico, through the Barataria Bay, in the State of Louisiana, with power and authority to construct and maintain all necessary harbors, locks, dams, dikes, levees, and piers: *Provided*, The same shall in no manner interfere with or affect the usual and ordinary navigation of said waters where they are not confined either by piers or canal banks constructed by said company, and necessary for the use and operation of said canal: *And provided further*, That Bayou Villars shall not be closed by said canal company.

Barataria Ship Canal Co.

Right of way, etc.

Proviso.

Proviso.

SEC. 2. That in the transportation of military or naval stores, troops, or munitions of war of the United States, such rates of toll only shall be charged as may be prescribed by the Secretary of War; and that the tolls or tonnage charges of said company shall not exceed one dollar per ton on the tonnage measurement of any vessel for

Rates of toll.

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the round trip through said canal, or half said sum for less than the round trip; and not exceeding twenty-five cents for each passenger through said canal either way: *Provided*, That vessels of five tons burden and less shall be exempt from tolls for the use of said canal when they do not pass through the locks: *And provided further*, That no tolls shall be charged on any boats or vessels navigating any of the waters on the line of said canal, which could have been navigated by such vessels had such canal not been built.

Proviso.

Proviso.

Approved, June 15, 1878.

CHAP. 264.—An Act Making appropriations for the construction, repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes.

June 18, 1878.
Vol. 20, p. 152.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended, under the direction of the Secretary of War, for the repair, preservation, construction, and completion of the public works hereinafter named:

For improving Chester River, at Kent Island Narrows, Maryland, three thousand dollars. *Chester River.*

For improving harbor at Baltimore, Maryland, seventy-five thousand dollars. *Baltimore.*

For improving Wicomico River[a], Maryland, five thousand dollars. *Wicomico River.*

For improving James River, Virginia, seventy thousand dollars. *James River.*

For improving Appomattox River, Virginia, thirty thousand dollars. *Appomattox River.*

For improving Great Kanawha River, West Virginia, two hundred and twenty-two thousand dollars. *Kanawha River.*

For improving New River, from Lead Mines in Wythe County, Virginia, to mouth of Greenbrier River, fifteen thousand dollars. *New River.*

For improving Cape Fear River, North Carolina, one hundred and sixty thousand dollars. *Cape Fear River.*

For improving mouth of Occoquan River, Virginia: Completing the improvement, ten thousand dollars. *Occoquan Creek.*

For improving Aquia Creek, Virginia: Completing the improvement, five thousand dollars. *Aquia Creek.*

For improving the Rappahannock River, Virginia, thirteen thousand five hundred dollars. *Rappahannock River.*

For improving South Branch of Elizabeth River, Virginia, five thousand dollars. *Elizabeth River.*

For continuing construction of ice harbor at New Castle, Delaware, ten thousand dollars. *Newcastle.*

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[a] On the eastern shore.

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Norfolk. For improving harbor at Norfolk, Virginia, and its approaches, fifty thousand dollars.

French Broad River. For improving French Broad River, North Carolina, fifteen thousand dollars.

Nansemond River. For improving Nansemond River, Virginia: Completing the improvement, two thousand dollars.

Charleston. For improving harbor at Charleston, South Carolina, two hundred thousand dollars.

Savannah. For improving harbor at Savannah, Georgia, seventy thousand dollars.

Cedar Keys. For improving harbor at Cedar Keys, Florida, twenty thousand dollars.

Apalachicola River. For improving Apalachicola River, Florida, eight thousand dollars.

Chattahoochee River. For improving Chattahoochee River, Alabama and Georgia, eighteen thousand dollars.

Alabama River. For improving Alabama River, twenty-five thousand dollars.

St. Johns River. For deepening the bar at the mouth of Saint John's River, Florida, ten thousand dollars.

Port Clinton. For Port Clinton, Ohio, ten thousand dollars.

Flint River. For improving Flint River, Georgia, ten thousand dollars.

Warrior and Tombigbee rivers. For improving the Warrior and Tombigbee Rivers, Alabama and Mississippi, forty thousand dollars; of which sum twenty-eight thousand dollars shall be expended on the Warrior and Tombigbee and twelve thousand dollars on the Tombigbee above Columbus.

Galveston Bay. 1876, c. 267; 19 Stat., 138. For improvement of ship channel in Galveston Bay, Texas, between Boliver Channel and Red Fish Bar, seventy-five thousand dollars; and the appropriation made for this work by the act of fourteenth of August, eighteen hundred and seventy-six, is hereby made available for the same part of said channel.

Mississippi and Arkansas rivers. For improving Mississippi and Arkansas Rivers: Continuing operations, removing snags, and other obstructions, one hundred and eighty thousand dollars; of which sum ten thousand dollars shall be used for removing the bar in the Arkansas River at Fort Smith.

Missouri River. For the survey of the Missouri River from its mouth to Sioux City, and estimates for the improvement and maintenance of its navigation, fifty thousand dollars.

Missouri River. For the improvement of the Missouri River: Removal of snags, wrecks, and so forth, seventy thousand dollars.

Galveston Harbor. For improving entrance to Galveston Harbor, Texas, fifty thousand dollars.

Sabine Pass. For improving Sabine Pass, Texas, deepening channel at the entrance and at Blue Buck Bar, thirty thousand dollars.

Pass Cavallo Inlet. For improving Passo Cavallo Inlet into Matagorda Bay, Texas, twenty-five thousand dollars.

Ouachita River. For improving Ouachita River, Arkansas and Louisiana, ten thousand dollars.

Yazoo River. For improving Yazoo River, Mississippi, twenty-five thousand dollars.

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For removing raft in Red River and closing Tones Bayou, Louisiana, twenty-four thousand dollars. Red River.

For improving Cypress Bayou, Texas and Louisiana, fifteen thousand dollars. Cypress Bayou.

For annual expense of gauging the waters of the Lower Mississippi River and its tributaries: Continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars. Lower Mississippi River.

For improving White and Saint Francis Rivers, Arkansas, forty thousand dollars. White and St. Francis rivers.

For improving the Missouri River, opposite or near Saint Joseph, Missouri, fifty thousand dollars. Missouri River.

For improving mouth of Red River, Louisiana, one hundred and fifty thousand dollars. Red River.

For removing obstructions in Pocomoke River, Maryland, ten thousand dollars. Pocomoke River.

For the improvement of the Missouri River at Council Bluffs, Iowa, and Omaha, Nebraska, fifty thousand dollars. Missouri River.

For improving the Missouri River at Nebraska City, Nebraska, twenty thousand dollars. Missouri River.

For improvement of L'Anguille River, Arkansas, ten thousand dollars. L'Anguille River.

For removing bar in Mississippi River, opposite Dubuque, Iowa, ten thousand dollars. Mississippi River.

For improving Rush Chute and the harbor of Burlington, Iowa, ten thousand dollars. Burlington.

For improving harbor at Fort Madison, Iowa, eight thousand dollars. Fort Madison.

For improving Rock Island Rapids, Mississippi River, thirty thousand dollars. Rock Island Rapids.

For improving Illinois River, seventy-five thousand dollars. Illinois River.

For the improvement of the Mississippi River, between the mouths of the Ohio and Illinois Rivers, two hundred and forty thousand dollars; of which sum twenty thousand dollars shall be expended between the mouths of the Illinois and Missouri Rivers; seventy-five thousand dollars for constructing dam at Cahokia Chute, opposite Saint Louis, forty thousand dollars between the foot of Dickey's Island and the mouth of the Ohio River; and ten thousand dollars between Islands Numbers Fourteen and Fifteen, near the town of Kaskaskia, Illinois. Mississippi River.

For removing snags and other obstructions from Red River, Louisiana, twenty-five thousand dollars. Red River.

For the improvement of the Missouri River above the mouth of the Yellowstone, thirty thousand dollars. Missouri River.

For the improvement of the Mississippi River: Widening and deepening the channel from Saint Paul to Des Moines Rapids, two hundred and fifty thousand dollars. Mississippi River.

For widening and deepening the channel of the Mississippi River from Des Moines Rapids to the mouth of the Ohio, one hundred thousand dollars. Mississippi River.

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Mobile Harbor.

For the improvement of Mobile Harbor, ten thousand dollars, to be applied to making tests, surveys, and borings to determine whether the ship-channel now leading from the lower anchorage in Mobile Bay can be deepened so as to admit vessels drawing twenty-two feet, or any less draught above thirteen feet, to the wharves at the city of Mobile.

Cumberland River.

For the improvement of Cumberland River above Nashville, Tennessee, sixty thousand dollars; of which sum twenty thousand dollars shall be expended between Nashville and the Kentucky line; thence to the foot of Smith's Shoals, eight thousand dollars; and for Smith's Shoals, thirty thousand dollars; thence to the falls of the Cumberland, two thousand dollars.

Minnesota River.

For improving Minnesota River, ten thousand dollars.

Red River.

For improving Red River of the North, Minnesota, thirty thousand dollars.

Tennessee River.

For improving Tennessee River: Continuing operations above Chattanooga, fifteen thousand dollars; continuing operations below Chattanooga, including Muscle Shoals, three hundred thousand dollars; fifteen thousand dollars of which sum, or so much thereof as may be necessary, to be expended in the improvement of Duck River Shoals, on Tennessee River.

Cumberland River.

For improving Cumberland River, below Nashville, Tennessee, forty-five thousand dollars.

Coosa River.

For improving Coosa River, between Rome, Georgia, and the Selma, Rome and Dalton Railroad bridge, Alabama, seventy-five thousand dollars.

Hiwassee River.

For improving Hiawassee River, Tennessee, ten thousand dollars.

Ocmulgee River.

For improving Ocmulgee River, Georgia, fifteen thousand dollars.

Oostenaula and Coosawattee rivers.

For improving Oostenaula and Coosawattee Rivers, Georgia, four thousand dollars.

Little Kanawha River.

For improving Little Kanawha River, West Virginia, eighteen thousand dollars.

Wabash River.

For improving Wabash River, Indiana, fifty thousand dollars.

Superior Bay.

For dredging Superior Bay, Wisconsin: Improving natural entrance to Superior Bay, three thousand dollars; continuing improvement of the harbor of Duluth, thirty thousand dollars.

Ontonagon.

For improving harbor at Ontonagon, Michigan, fifteen thousand dollars.

Eagle Harbor.

For improving Eagle Harbor, Michigan, eight thousand dollars.

Marquette.

For improving harbor at Marquette, Michigan, two thousand dollars.

Menominee.

For improving harbor at Menomonee, Wisconsin, ten thousand dollars.

Green Bay.

For improving harbor at Green Bay, Wisconsin, five thousand dollars.

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For improving harbor of refuge, entrance at Sturgeon Bay Canal, thirty thousand dollars. Sturgeon Bay.

For improving harbor at Ahnapee, Wisconsin, eight thousand dollars. Ahnapee.

For improving harbor at Two Rivers, Wisconsin, ten thousand dollars. Two Rivers.

For improving harbor at Manitowoc, Wisconsin, fifteen thousand dollars. Manitowoc.

For improving harbor at Sheboygan, Wisconsin, four thousand dollars. Sheboygan.

For improving harbor at Port Washington, Wisconsin, five thousand dollars. Port Washington.

For improving the Mississippi River from the bridge of the Chicago, Milwaukee and Saint Paul Railroad Company above La Crosse, Wisconsin, to the mouth of Root River, below said city, twelve thousand five hundred dollars. Mississippi River.

For improving and deepening the channel of the Ohio River, including the removal of snags, wrecks, and so forth, from Pittsburgh to its mouth, three hundred thousand dollars; of which sum fifty thousand dollars shall be expended at Grand Chain for removal of obstructions and deepening the channel at that point. Ohio River.

For the construction of a harbor or harbors of refuge at or near Cincinnati, to protect the commerce of the Ohio River from floes of ice, fifty thousand dollars, to be expended under the direction and control of the Engineer Corps of the Army. Cincinnati.

For improvement of the harbor at New Orleans, Louisiana, including cost of surveys and estimates fifty thousand dollars. New Orleans.

For the improvement of Monongahela River, West Virginia and Pennsylvania, to be expended in completing lock and dam at Hoard's Rocks, twenty-five thousand dollars. Monongahela River.

For the improvement of harbor at Michigan City, Indiana, seventy-five thousand dollars; of which sum twenty-five thousand dollars shall be expended for the improvement of the inner harbor. Michigan City.

For the improvement of Gut[a] opposite Bath, Maine, seventeen thousand dollars. Bath.

For the improvement of Waddington Harbor, New York, five thousand dollars. Waddington Harbor.

For the improvement of Oakland Harbor, California, eighty thousand dollars; but this sum shall not be available until the right of the United States to the bed of the estuary and training-walls of this work is secured, free of expense to the Government, in a manner satisfactory to the Secretary of War. Oakland Harbor.

For improving harbor at Milwaukee, Wisconsin, fifteen thousand dollars. Milwaukee.

For improving harbor at Racine, Wisconsin, ten thousand dollars. Racine.

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[a] The Gut is a part of the Sasanoa (or Back) River.

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Kenosha. For improving harbor at Kenosha, Wisconsin, eight thousand dollars.

Brazos Santiago. For removing wrecks and other obstructions to navigation at Brazos Santiago, Texas, six thousand dollars.

Fox and Wisconsin rivers. For improving Fox and Wisconsin Rivers, two hundred and fifty thousand dollars.

Chicago. For improving harbor at Chicago, Illinois: Extending breakwater and dredging channel, seventy-five thousand dollars.

Calumet. For improving harbor at Calumet, Illinois, fifteen thousand dollars.

Charlevoix. For improving harbor at Charlevoix, Michigan, twelve thousand dollars.

Frankfort. For improving harbor at Frankfort, Michigan, eight thousand eight hundred dollars.

Manistee. For improving harbor at Manistee, Michigan, fifteen thousand dollars.

Ludington. For improving harbor at Ludington, Michigan, fifteen thousand dollars.

Pentwater. For improving harbor at Pentwater, Michigan, ten thousand dollars.

White River (Lake). For improving harbor at White River, Michigan, twelve thousand dollars.

Grand Haven. For improving harbor at Grand Haven, Michigan, fifteen thousand dollars.

Black Lake (Holland). For improving harbor at Black Lake, Michigan, ten thousand dollars.

Saugatuck. For improving harbor at Saugatuck, Michigan, two thousand five hundred dollars.

Bayou Lafourche. For removing obstructions in Bayou La Fourches, Louisiana, ten thousand dollars.

South Haven. For improving harbor at South Haven, Michigan, twelve thousand dollars.

St. Joseph. For improving harbor at Saint Joseph, Michigan, twelve thousand dollars.

St. Marys River, etc. For improving Saint Mary's River and Saint Mary's Falls Canal, Michigan, one hundred and seventy-five thousand dollars.

Sandbeach (Harbor Beach). For improving Harbor of Refuge, Lake Huron, Michigan, one hundred thousand dollars.

St. Clair River. For improving Saint Clair River at mouth of Black River, Michigan, one thousand five hundred dollars.

Detroit River. For improving Detroit River, Michigan, one hundred thousand dollars.

St. Clair flats. For improving Saint Clair Flats, Michigan, five thousand dollars.

Saginaw River. For improving Saginaw River, Michigan, twenty-five thousand dollars.

Cheboygan. For improving harbor at Cheboygan, Michigan, eight thousand dollars.

Monroe. For improving harbor at Monroe, Michigan, two thousand five hundred dollars.

Toledo. For improving harbor at Toledo, Ohio, fifty thousand dollars.

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For the improvement of Guyandotte River, West Virginia, two thousand dollars. **Guyandot River.**

For the improvement of the Raritan River, New Jersey, two hundred thousand dollars. **Raritan River.**

For the improvement of Blackwater River, Virginia, five thousand dollars. **Blackwater River.**

For the improvement of Hampton River, Virginia, ten thousand dollars. **Hampton River.**

For the improvement of Chickahominy River, Virginia, five thousand dollars. **Chickahominy River.**

For the improvement of the Narrows above Orange, on the Sabine River, Texas, and deepening the channel at the mouth of said river, ten thousand dollars. **Sabine River.**

For deepening the channel at the mouth of the Trinity River, Texas, and removing obstructions to Liberty, ten thousand dollars. **Trinity River.**

For deepening the channel at the mouth of the Neches River, Texas, and removing obstructions to Beaumont, eight thousand dollars. **Neches River.**

For improving Pascagoula River, Mississippi, and deepening the channel at its mouth, ten thousand dollars. **Pascagoula River.**

For the improvement of the harbor and the Mississippi River at Memphis, Tennessee, forty-six thousand dollars. **Memphis.**

For the improvement of Elk River, West Virginia, five thousand dollars. **Elk River.**

For improving harbor at Sandusky City, Ohio, twenty thousand dollars. **Sandusky.**

For improving harbor at Huron, Ohio, one thousand dollars. **Huron.**

For improving harbor at Vermillion, Ohio, four thousand dollars. **Vermillion.**

For breakwater at Cleveland, Ohio, and repairs of harbor, one hundred thousand dollars. **Cleveland.**

For improving harbor at Fairport, mouth of Grand River, Ohio, five thousand dollars. **Fairport.**

For improving harbor at Ashtabula, Ohio, twelve thousand dollars. **Ashtabula.**

For improving harbor at Erie, Pennsylvania, twenty-five thousand dollars. **Erie.**

For improving harbor at Buffalo, New York, eighty thousand dollars. **Buffalo.**

For improving harbor at Oak Orchard, New York, two thousand dollars. **Oak Orchard.**

For improving harbor at Charlotte, New York, one thousand dollars. **Charlotte.**

For improving harbor at Pultneyville, New York, five thousand dollars. **Pultneyville.**

For improving harbor at Great Sodus Bay, New York, five thousand dollars. **Great Sodus Bay.**

For improving harbor at Little Sodus Bay, New York, ten thousand dollars. **Little Sodus Bay.**

For improving harbor at Oswego, New York, ninety thousand dollars. **Oswego.**

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Wilmington.

For Breakwater at Wilmington, California, twenty thousand dollars.

Sacramento and Feather rivers.

For improving Sacramento and Feather Rivers, California, fifteen thousand dollars.

Lower Willamette and Columbia rivers.

For improving Lower Willamette and Columbia Rivers, from Portland, Oregon, to the seat, thirty thousand dollars.

Upper Willamette River.

For improving Upper Willamette River, Oregon, twenty thousand dollars.

Upper Columbia River.

For improving Upper Columbia River, including Snake River, twenty thousand dollars.

Cascades, Columbia River.

For constructing a canal around the Cascades of Columbia River, one hundred and fifty thousand dollars.

Big Sandy River.

For the improvement of Big Sandy River, from Catlettsburg, Kentucky, to the head of navigation, twelve thousand dollars.

Columbia River.

For the improvement of the mouth of the Columbia River, Oregon, five thousand dollars, the same or so much thereof as may be necessary to be expended under the direction of the Secretary of War in making a thorough survey of the bar at the mouth of said river and in the preparation of a plan and estimates for its permanent improvement; any balance to be used in the temporary improvement of said bar.

Chester.

For repairs of ice-harbor at Chester, Pennsylvania, three thousand four hundred dollars.

Oconee River.

For the improvement of the Oconee River, Georgia, ten thousand dollars; of which sum eight thousand dollars shall be expended between Dublin and the Central Railroad bridge, and two thousand dollars between Dublin and the Ocmulgee River.

Galena River.

For the improvement of Galena River, Illinois, making a channel of one hundred feet width, and the improvement of the harbor of Galena, thirty thousand dollars.

Vicksburg.

For the improvement of the Mississippi River at and near Vicksburg, Mississippi, and protection of harbor at Vicksburg, Mississippi, eighty-four thousand dollars.

Salem River.

For improving the channel of Salem River, New Jersey, and removing obstructions in the Delaware River at the mouth of Salem River, three thousand dollars.

Missouri River.

For improving the Missouri River at Omaha City, Nebraska, thirty thousand dollars.

St. Croix River.

For the improvement of the Saint Croix River, Wisconsin, ten thousand dollars.

Chippewa River.

For completing and protecting wing dams and jetties now in course of construction upon the Chippewa River in Wisconsin in and near its mouth and below the lower point of Beef Island, ten thousand dollars: *Provided*, That nothing herein shall be construed, nor shall any expenditure of this appropriation be made so as to affect existing legal or equitable rights in or upon the said Chippewa River or its branches, whether such rights arise under the laws of the United States or the State of Wisconsin.

Proviso.

Missouri River.

For the improvement of the Missouri River at Atchison, Kansas, twenty thousand dollars.

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For the improvement of the Missouri River at Eastport, Iowa, and Nebraska City, Nebraska, twenty thousand dollars. Missouri River.

For the improvement of the Osage River in Missouri and Kansas, twenty thousand dollars. Osage River.

For the improvement of the Missouri River at or near Fort Leavenworth, Kansas, twenty-five thousand dollars. Missouri River.

For improving the Missouri River at Sioux City, Iowa, twelve thousand five hundred dollars. Missouri River.

For the improvement of the Neuse River, North Carolina, forty thousand dollars. Neuse River.

For the improvement of the harbor, including survey and estimate for removal of wrecks at Pensacola, Florida, twenty thousand dollars. Pensacola.

For the improvement of Currituck Sound and North River Bar, North Carolina, twenty thousand dollars. Currituck Sound.

For the improvement of Scuppernong River, North Carolina, two thousand dollars. Scuppernong River.

For the improvement of Edenton Harbor, North Carolina, four thousand dollars. Edenton Harbor.

For completing the improvement of Black River Harbor, Ohio, one thousand dollars. Black River (Lorain).

For the improvement of the harbor at New Haven, Connecticut, twenty-five thousand dollars. New Haven.

For the improvement of the harbor at Darien, Georgia, eight thousand dollars. Darien.

For continuing the improvement of Penobscot River, Maine, twelve thousand dollars; of which sum two thousand five hundred dollars, or so much thereof as may be necessary, shall be expended at or near the Narrows in said river at Bucksport. Penobscot River.

For the improvement of the harbor at Bridgeport, Connecticut, ten thousand dollars; of which sum not less than one-half shall be expended between the lower bridge and the horse-railroad bridge. Bridgeport.

For the improvement of Harlem River, New York, three hundred thousand dollars; but this sum is not to be available until the right of way for this work is secured to the United States free of cost. Harlem River.

For improving harbor at Belfast, Maine, twelve thousand dollars. Belfast.

For improving Richmond Island Harbor, Maine, six thousand dollars. Richmond Island Harbor.

For improving Cocheco River, New Hampshire, six thousand dollars. Cocheco River.

For improving Merrimac River, Massachusetts, below Mitchell's Falls, ten thousand dollars. Merrimac River.

For improving harbor at Boston, Massachusetts, fifty-five thousand dollars. Boston.

For improving harbor at Plymouth, Massachusetts, five thousand dollars. Plymouth.

For improving harbor at Provincetown, Massachusetts, one thousand dollars. Provincetown.

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Hyannis. For improving harbor at Hyannis, Massachusetts, three thousand dollars.

Taunton River. For improving Taunton River, Massachusetts, two thousand dollars.

Providence River. For improving Providence River, Rhode Island; Removing Bulkhead Rock, five thousand dollars.

Little Narragansett Bay. For improving Little Narragansett Bay, Rhode Island and Connecticut, ten thousand dollars.

Providence River. For improving Providence River and Narragansett Bay, fifty thousand dollars.

Echo Harbor. For the improvement of Echo Harbor, New Rochelle, New York, ten thousand dollars.

Staten Island Sound. For the improvement of Staten Island Sound, between New Jersey and Staten Island, fifteen thousand dollars[a].

Breton Bay. For improving the harbor of Breton Bay, Leonardtown, Maryland, five thousand dollars.

Cambridge. For improving the inner harbor at Cambridge, Maryland, five thousand dollars.

Washington and Georgetown. For improving the harbors and channels at Washington and Georgetown, District of Columbia, fifty thousand dollars; of which sum twenty thousand dollars is to be expended in Washington harbor and channel below the Long Bridge, and thirty thousand dollars to be expended in Georgetown harbor and channel.

Connecticut River. For improving Connecticut River, below Hartford, Connecticut, thirty thousand dollars; of which sum five thousand dollars shall be used for dredging the river between Hartford and Middletown, and two thousand dollars for improving the mouth of Salmon River in the town of East Haddam.

Stonington. For improving harbor at Stonington, Connecticut, forty thousand dollars.

Thames River. For improving Thames River, Connecticut, ten thousand dollars.

Milford. For improving harbor at Milford, Connecticut, ten thousand dollars.

Housatonic River. For improving Housatonic River, Connecticut, five thousand dollars.

Norwalk. For improving harbor at Norwalk, Connecticut, six thousand dollars.

Port Jefferson. For improving harbor at Port Jefferson, Long Island Sound, New York, eight thousand dollars.

Hudson River. For improving Hudson River, New York, seventy thousand dollars.

Hell Gate. For removing obstructions in East River and Hell Gate, New York, three hundred and fifty thousand dollars.

Passaic River. For improving Passaic River, New Jersey, ten thousand dollars.

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[a] This appropriation was expended upon the work of improving the channel between "Staten Island and New Jersey." "Staten Island Sound" is another name for Arthur Kill, one of the waterways included in the adopted project, the others being Kill van Kull and the lower part of Newark Bay.

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For improving East Chester Creek, New York, ten thousand dollars. East Chester Creek.

For improving harbor at Rondout, New York, thirty thousand dollars. Rondout.

For improving harbor at Burlington, Vermont, twenty thousand dollars. Burlington.

For improving harbor at Swanton, Vermont, twenty thousand dollars. Swanton.

For improving Otter Creek, Vermont, eight thousand dollars. Otter Creek.

For constructing piers in Delaware Bay, near Lewes, Delaware, twenty thousand dollars. Lewes.

For improving harbor at Wilmington, Delaware, seven thousand dollars. Wilmington.

For improving Schuylkill River, Pennsylvania, thirty thousand dollars. Schuylkill River.

For improving Delaware River, below Bridesburg, one hundred thousand dollars. Delaware River.

For improving Delaware River, between Trenton and White Hill, New Jersey, ten thousand dollars. Delaware River.

For improving north and south branches of Shrewsbury River, New Jersey, eighteen thousand dollars. Shrewsbury River.

For improving Cohansey Creek, New Jersey, five thousand dollars. Cohansey Creek.

For improving Des Moines Rapids, and operating the canal, ninety-five thousand dollars. Des Moines Rapids.

For improving Upper Mississippi River, from the mouth of the Illinois: Removal of snags and obstructions, forty-one thousand five hundred dollars. Upper Mississippi River.

For continuing surveys and examinations at the South Pass of the Mississippi River, fifteen thousand dollars. South Pass.

It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in carrying on the various works by contract or by hired labor, at his discretion, and as in his judgment may be most advantageous to the government: and, where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders therefor, accompanied by such securities as the Secretary of War shall require. Use and expenditures of appropriations.

SEC. 2. That the Secretary of War is hereby directed at his discretion to cause examinations or surveys, or both, and estimates of cost of improvements proper to be made at the following points, namely: Surveys and examinations.

Portsmouth Harbor, New Hampshire; Portsmouth.

For improving the navigation at the Falls on Red River near Alexandria, Louisiana; Red River Falls.

The Mispillion Creek, Delaware; Mispillion.

Cape Foulweather, Oregon, to ascertain its adaptability as a harbor of refuge; Cape Foulweather.

The entrance of Coos Bay. Coos Bay.

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Conecuh, etc., rivers. The Conecuh, Patsaligo, and Escambia Rivers, Alabama;

Yadkin River. The Yadkin, North Carolina, between the bridge on the North Carolina Railroad and Wilkesborough;

Flushing Bay. Flushing Bay, New York;

Thames River. The Thames River, Connecticut;

Big Sunflower, etc., rivers. The Big Sunflower, Chickasahoy, Tallahatchie, Cold Water, Pearl, and Pascagoula, Mississippi; and the expenses of survey of the Pascagoula shall be defrayed out of the sum herein appropriated for the improvement thereof;

North Landing. North Landing River, Virginia;

Onancock Harbor. Anancock [Onancock] Harbor, Virginia;

Salem River. The Salem River, New Jersey, between Sharpstown and Delaware Canal;

Suwanee. The Suwannee River, Florida;

Caloosahatchee. The Caloosahatchie River, Florida;

Mississippi River. Mississippi River at and above the city of Alexandria, Missouri;

Hillsboro River. The mouth of Hillsborough River and Tampa Bay, Florida;

Caney Fork and Obey rivers. Caney's Fork and Obey's Rivers, Tennessee;

Bayou Bartholomew. Bayou Bartholomew, Arkansas;

Upper Red River. Upper Red River, from the raft up to the Missouri, Kansas and Texas Railroad Bridge; and also the Brazos River in Texas from eight miles above its mouth, down through its mouth to the outer edge of the bar in the Gulf of Mexico.

Brazos River.

Aransas Pass. Aransas Pass and Bay, up to Rockport and Corpus Christi, Texas; and Corpus Christi Pass and Channel;

Little River. Little River, Arkansas;

Saline River. Saline River[a], Arkansas;

Brazos River. The bar at the mouth of Brazos River, Texas, including a report upon the capacity of the harbor at the mouth of the Brazos, and its adaptability as a harbor of refuge and naval station;

Missouri River. The Missouri River at Cedar City, in Callaway County, Missouri;

Missouri River at the city of St. Charles, Missouri;

Yellowstone. Yellow Stone River;

Nottoway. The Nottoway River, Virginia;

Long Island coast. The coast of Long Island, New York, between Coney Island Point and Rockaway Inlet, in New York Bay;

Sheepshead Bay. Sheepshead Bay, New York;

Carnarsie Bay. Canarsie Bay, New York;

Chattahoochee. The Chattahoochee River, Georgia, above Columbus;

Flint River. The Flint River, Georgia, from Albany to Montezuma;

Etowah River. The Etowah River, Georgia;

Savannah River. The Savannah River, above Augusta, Georgia;

Fourche Le Fevre River. The Fonche La Fave [Fourche Le Fevre River] in Arkansas;

San Luis Obispo. The harbor of San Luis Obispo, California, with a view to the practicability of building breakwater;

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[a] A tributary of Ouachita River.

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The harbor of San Buenaventura, California, with a view to the practicability of building breakwater; San Buenaventura.

The harbor of Santa Barbara, California, with a view to the practicability of building breakwater; Santa Barbara.

The Mississippi River, to ascertain the practicability, cost, and utility of a dike from Bloody Island, opposite the city of Saint Louis, Missouri, north to the dike or dam opposite Brooklyn, on the Illinois shore; St. Louis dike.

A survey and estimate of the damages, if any, done, or to be done, to riparian owners of lands, and improvements thereon, at or in front of the town of Venice, Illinois, near Saint Louis, Missouri, by reason of government improvements made, or to be made, at or near said town of Venice; Damages at Venice.

Dan River, Virginia, from Clarksville, via Danville, Virginia, to Danbury, North Carolina; Dan River.

Staunton River, from Roanoke Depot, in Charlotte County, Virginia, to Brookneal, in the county of Campbell, Virginia; Staunton River.

New River, from the Lead Mines in Wythe County to the mouth of Wilson in Grayson County, Virginia; New River.

The harbor at Quincy, Illinois; Quincy.

Tones Bayou, Bayous Pierre and Wincey and Lakes Bayou Pierre and Cannasanier, Louisiana; Tones Bayou, etc.

Scituate Harbor, Massachusetts, with a view to its adaptability as a harbor of refuge; Scituate.

Tongapahoe River, Louisiana; Tangipahoa.

Wolf River[a], from Lake Boygan [Poygan] to Red River, Wisconsin; Wolf River.

The Arkansas River, from Fort Smith, Arkansas, to the mouth of Little Arkansas; Arkansas River.

Woodbridge Creek, Middlesex County, New Jersey; Woodbridge.

Elizabeth River, New Jersey; Elizabeth River.

Rahway River, New Jersey; Rahway River.

Charles River, Massachusetts, to the head of tide-water; Charles River.

Manasquan River, New Jersey; Manasquan.

White River, Indiana, including the East Fork to the new bridge in course of construction near Bedford, and the West Fork to the town of Gosport; White River.

Portage Lake, Manistee County, Michigan, with a view to its adaptability as a harbor of refuge; Portage Lake.

Westport Harbor, Massachusetts; Westport.

Wood's Holl, Massachusetts; Woods Hole.

Peedee[b] River, from Cheraw, South Carolina, to the mouth of Uwharic River, North Carolina; Great Pedee River.

The bars at the entrance of Annapolis Harbor, Maryland, with a view to accommodation of deep-draught vessels at low tide; Annapolis.

West Branch of the Patapsco River, Maryland, from Lightstreet bridge to head of tide-water, and an estimate of the cost of making the same navigable for canal-boats; Patapsco River, West Branch.

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[a] A tributary of Fox River.

[b] Known also as Great Pedee River.

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Kentucky River. The Kentucky River and navigable tributaries, Kentucky;

Licking River. The Licking River, Kentucky;

Cumberland Falls. The falls of the Cumberland, Kentucky;

Clearwater. Clearwater River, Idaho;

Missouri and Kansas rivers. The Missouri and Kansas Rivers, at and near their junction;

Trent River. The Trent River, North Carolina;

Neuse River. Neuse River, from Smithfield to Goldsborough, North Carolina;

Chowan River. Chowan River, North Carolina;

Tar River. The Tar River, North Carolina, from Washington to Tarborough;

Humboldt Bay. Humboldt River [Bay], California, with a view to its adaptability as a harbor of refuge;

Crescent City Harbor. Crescent City Harbor, California, with a view to its adaptability as a harbor of refuge;

Reservoirs on Mississippi, St. Croix, Chippewa, and Wisconsin rivers. The examination of the sources of the Mississippi River and of the Saint Croix River in Wisconsin and Minnesota, and of the Chippewa and Wisconsin Rivers in the State of Wisconsin, to determine the practicability and cost of creating and maintaining reservoirs upon the headwaters of said rivers and their tributaries for the purpose of regulating the volume of water and improving the navigation of said rivers, and that of the Mississippi River, and an estimate of the damage to result therefrom to property of any kind;

Muskingum River. The Muskingum River, Ohio, below the second dam, to ascertain its adaptability for an ice-harbor, for the protection of steamers and other craft on the Ohio River;

Colorado of the West. Colorado of the West from Fort Yuma to El Dorado Canon;

Kiskiminitas and Conemaugh rivers. The Kiskiminetas and Conemaugh Rivers, Pennsylvania, from the mouth of the Kiskiminetas to the mouth of Stony Creek on the Conemaugh;

Allegheny River. The Allegheny River, up to the mouth of French Creek;

Kankakee River. The Kankakee River, Illinois, and Indiana;

Lincolnville. Lincolnville Harbor, Maine;

Lubec Channel. Lubec Channel, Maine;

Apalachicola. Apalachicola Bay, Florida;

East River. East River, New York, at its junction with Newtown Creek;

Maryland and Delaware Peninsula Canal. The peninsula of Maryland and Delaware, with a view to a construction of a ship-canal to connect the waters of the Delaware and Chesapeake Bays;

Florida Peninsula Canal. The peninsulas of Florida with a view to the construction of a ship canal from the Saint Mary's River to the Gulf of Mexico;

Smyrna River. Duck Creek [Smyrna River], Delaware;

St. Johns River. The mouth of Saint John's River, Florida;

Kansas River. The Kansas River from its mouth to Junction City, Kansas;

Delaware River. The Delaware River below League Island;

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For survey of the Saint John's River, Florida, between Lake George and Lake Monroe, and estimates of cost of deepening the Volusia Bar and straightening the river by cut-offs; St. Johns River.

Port Orford, Oregon, to ascertain its adaptability for a harbor of refuge; Port Orford.

Rogue River, Oregon, between Scottsburg and its mouth; Rogue River.

Coquille River, Oregon; Coquille River.

Alsea River and Bay, Oregon; Alsea River and Bay.

That the sum of twenty thousand dollars is hereby appropriated, out of any moneys in the Treasury not otherwise provided for, for the purpose of having a complete survey and examination of all the water lines and routes leading or that may lead from the Harbor of Norfolk to the Atlantic Ocean south of Hatteras, including any communication that may be practicable with the Cape Fear River; and the said examination and survey shall embrace the line known as the Dismal Swamp line and the line known as the Albermarle [*sic*] and Chesapeake Canal line, and all other routes and lines that may be practicable in the waters of Eastern North Carolina connecting Norfolk Harbor by inland navigation with the ocean south of Cape Hatteras. Water lines from Norfolk to Cape Fear River. What lines to be surveyed.

SEC. 3. That for the examinations and surveys herein provided for, and for incidental repairs of harbors for which there is no special appropriation, the sum of one hundred and fifty thousand dollars is hereby appropriated, to be paid out of any moneys in the Treasury not otherwise appropriated. Examinations, etc., appropriation.

Approved, June 18, 1878.

CHAP. 313.—An Act To amend an act entitled "An Act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes," approved March third, anno Domini eighteen hundred and seventy-five. June 19, 1878. Vol. 20, p. 168.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the fourth and succeeding sections of an act entitled "An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes", approved March third, anno Domini eighteen hundred and seventy-five authorizing James B. Eads and his associates to create and permanently maintain a wide and deep channel between the South Pass of the Mississippi River and the Gulf of Mexico, be, and they are hereby, amended so as to provide that payments shall be made to said Eads, his assigns or legal representatives, as follows, namely: James B. Eads. Payments to, how to be made. 1875, c. 134; 18 Stat., 463; 1879, c. 181. Amended.

SEC. 2. The Secretary of War is hereby authorized and directed to draw his warrant upon the Secretary of the Treasury of the United States in favor of James B. Eads, his assigns or legal representatives, for the sum of five hundred thousand dollars, so soon as the said Eads, his Payment of $500,000.

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lawful assigns or legal representatives, shall file with the said Secretary of War a relinquishment of all claim to the payment of five hundred thousand dollars provided by the hereinbefore recited act to be paid when a channel twenty-four feet in depth and not less than two hundred and fifty feet in width shall have been obtained. And the Secretary of the Treasury is hereby authorized and directed to pay to said Eads, his lawful assigns or legal representatives, the sum for which said warrant is drawn.

Monthly payments, amounting to $500,000.

SEC. 3. The Secretary of War is further hereby authorized and directed upon his approval of the engineers statement in this section mentioned to draw his warrant upon the Secretary of the Treasury of the United States in favor of said James B. Eads, his lawful assigns or legal representatives, monthly, for such sums, not exceeding in the aggregate the gross sum of five hundred thousand dollars, as he or they may require in the prosecution of the works authorized by said hereinbefore recited act, to pay for materials furnished, labor done, and expenditures incurred, from and after the passage of this act, in the construction of said works: *Provided*, That said Eads or his legal representatives, shall file in the office of the Secretary of War, with each requisition made by him or them, a certified statement, which shall be made by the engineer officer provided for in said act, that the requisition is for the amount of work properly done, materials furnished, and expenditures incurred in the prosecution of the work: *And provided*, That said Eads, his lawful assigns or legal representatives shall file with the Secretary of War a relinquishment of all claim to the deferred payment of two hundred and fifty thousand dollars provided by the hereinbefore recited act to be paid when a channel twenty-four feet in depth and not less than two hundred and fifty feet in width shall have been maintained for twelve months consecutively: *And provided further*, That said Eads, his lawful assigns or legal representatives shall from time to time, as monthly installments of the remaining two hundred and fifty thousand dollars are paid, file with the Secretary of War a relinquishment of like amounts, to be deducted from the payment of five hundred thousand dollars provided by the hereinbefore recited act to be paid when a channel twenty-six feet in depth and not less than three hundred feet in width shall have been obtained. And the Secretary of the Treasury is hereby authorized and directed to pay to said Eads, his lawful assigns or legal representatives, the sums for which said warrants are drawn. All other payments to said James B. Eads his lawful assigns or legal representatives are to be made under and in pursuance of the provisions of the hereinbefore recited act; the whole of said act, except as the same is hereby expressly modified or amended, to have the same force and effect as if this act had not been passed.

Certificates of work, etc.

Relinquishment of deferred payment.

Further relinquishment.

Remaining payments according to former act.

Board of Engineers to examine and report.

SEC. 4. The President of the United States is hereby authorized and directed to convene a board of five engi-

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neers of the Army, which said board shall visit the works in process of construction by said James B. Eads at the South Pass of the Mississippi River, and make an examination of the same, and make a full report of the progress made in the construction of the works, the probable cost of their completion, and the results produced, or that may properly be produced by them, their probable permanency, and of the advisability of any modification of the terms of the act under which said Eads is constructing said works, so far as regards dimensions of channel through the jetties, and of the terms of payment for the same; which said report shall be submitted to the Secretary of War, to be presented at the next session of Congress.

Approved, June 19, 1878.

CHAP. 359.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1879, and for other purposes.

June 20, 1878.
Vol. 20, p. 206.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and seventy-nine, namely:

Sundry civil expenses.

* * * * *

To enable the Secretary of War to pay to the Hartford and New York Steamboat Company for dredging done in the Connecticut River, under the direction of Major G. K. Warren, United States Engineers, in the months of July, August, and September, eighteen hundred and seventy-six, four thousand two hundred and three dollars.

Hartford and New York Steamboat Co.

For payment of George F. Wheeler, Robert H. Hotchkiss and Aaron Walters, for services rendered by them as commissioners appointed pursuant to an act of Congress of March third, eighteen hundred and seventy-five, to appraise damages to lands in Fond du Lac County Wisconsin, caused by the improvement of the Fox and Wisconsin Rivers, five thousand three hundred and ten dollars.

G. F. Wheeler. R. H. Hotchkiss. A. Walters. 1875, c. 166; 18 Stat., 506.

* * * * *

The requisite amount is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to pay all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March third, eighteen hundred and seventy-five, and the act amendatory thereof, prior to the first day of February, eighteen hundred and seventy-nine.

James B. Eads. South Pass, Mississippi River.

1875, c. 134; 18 Stat., 463. 1878, c. 313.

* * * * *

Approved, June 20, 1878.

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June 20, 1878. Vol. 20, p. 585.

CHAP. 371.—An Act For the relief of the families of the men who perished on the United States dredge-boat McAlister [McAlester].

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the widow, or minor child or children, and in case there be no widow, minor child or children, then the parent or parents, of the officers, seamen, marines and others in the service or employ of the government, who were lost with the said dredge-boat McAlister, shall be entitled to and receive, out of any money in the Treasury of the United States, not otherwise appropriated, a sum equal to twelve months' pay of their respective deceased relations aforesaid, in addition to the pay due to the deceased up to and including the day of the loss of said vessel.

Dredge boat McAlester. Payment to widows, etc., of persons lost with.

On what evidence.

SEC. 2. That the Secretary of the Treasury is authorized and directed to make the payments herein provided upon proper evidence being furnished.

Approved, June 20, 1878.

Jan. 13, 1879. Vol. 20, p. 591.

CHAP. 16.—An Act For the relief of the legal representatives of George Williams deceased.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized to adjust and settle, upon just and equitable terms, the claim of George Williams for balance due for building locks two, three, and four of Muscle Shoals Canal on Tennessee River, and on a contract for section-work, done under power of attorney from Matthew G. Kennedy: *Provided,* That in making said settlement the said Secretary of War shall not allow the legal representatives of said George Williams, deceased, more than his actual expenditures, with reasonable compensation for the use of tools, and for money advanced in the prosecution of said work: *And provided further,* That no allowance or payment shall be made under this act except in pursuance of a recommendation of a board of not less than three engineers to be appointed by the Secretary of War to inquire into and report upon the character and value of the work done and the merits of the claim[a].

George Williams, settlement of claim.

Approved, January 13, 1879.

Mar. 3, 1879. Vol. 20, p. 363.

CHAP. 181.—An Act Making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby,

Rivers and harbors.

[a] The amount paid under this act was $101,536.72.

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appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended, under the direction of the Secretary of War, for the construction, completion, repair and preservation of the public works hereinafter named:

For improving Penobscot River, Maine, six thousand dollars. **Penobscot River.**

For improving harbor at Belfast, Maine, five thousand dollars. **Belfast Harbor.**

For improving Richmond Island Harbor, Maine, three thousand dollars. **Richmond Island Harbor.**

For improving Kennebunk River, Maine, two thousand dollars. **Kennebunk River.**

For improving Merrimac River, Massachusetts, five thousand dollars. **Merrimac River.**

For repair of harbor at Plymouth, Massachusetts, three thousand five hundred dollars. **Plymouth Harbor.**

For the maintenance and annual repairs of the harbor at Provincetown, Massachusetts, one thousand dollars. **Provincetown Harbor.**

For improving the harbor of Hyannis, Massachusetts, two thousand five hundred dollars; of which sum five hundred dollars, or so much thereof as may be necessary, shall be expended in the removal of the wreck at that point. **Hyannis Harbor.**

For improving Taunton River, Massachusetts, one thousand dollars. **Taunton River.**

For improving Providence River and Narragansett Bay, Rhode Island, sixty thousand dollars. **Providence River and Narragansett Bay.**

For improving Little Narragansett Bay, Rhode Island and Connecticut, five thousand dollars. **Little Narragansett Bay.**

For improving Connecticut River below Hartford, Connecticut, including dredging between Hartford and Middletown, ten thousand dollars. **Connecticut River.**

For improving harbor at Stonington, Connecticut, thirty-seven thousand five hundred dollars. **Stonington Harbor.**

For improving Thames River, Connecticut, to secure a fourteen-foot channel twelve thousand dollars. **Thames River.**

For improving harbor at Bridgeport, Connecticut, ten thousand dollars. **Bridgeport Harbor.**

For improving harbor at Norwalk, Connecticut, ten thousand dollars: of which sum not exceeding one thousand five hundred dollars shall be expended on the bar below the bridge. **Norwalk Harbor.**

For improving harbor at Port Jefferson, Long Island Sound, New York, five thousand dollars. **Port Jefferson Harbor.**

For improving harbor at New Haven, Connecticut, fifteen thousand dollars. **New Haven Harbor.**

For improving Hudson River, New York, thirty thousand dollars. **Hudson River.**

For removing obstructions in East River and Hell Gate, New York, two hundred and fifty thousand dollars. **East River and Hell Gate.**

For improving Echo Harbor, New Rochelle, New York, three thousand dollars. **Echo Harbor.**

For improving harbor at Plattsburg, New York, dredging, two thousand dollars. **Plattsburg Harbor.**

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Raritan River. For improving Raritan River, New Jersey, sixty thousand dollars.

Superior Bay. For improving Superior Bay, Wisconsin, five thousand dollars.

Duluth Harbor. For improving Duluth Harbor, Minnesota, twenty-five thousand dollars.

Passaic River. For improving Passaic River, New Jersey, two thousand dollars.

East Chester Creek. For improving East Chester Creek, New York, three thousand five hundred dollars.

Burlington Harbor, Vt. For improving harbor at Burlington, Vermont, fifteen thousand dollars.

Swanton Harbor. For improving harbor at Swanton, Vermont, six thousand dollars.

Otter Creek. For improving Otter Creek, Vermont, five thousand dollars.

Lewes pier. For constructing pier in Delaware Bay, near Lewes, Delaware, ten thousand five hundred dollars.

Newcastle ice harbor. For piers of ice-harbor at New Castle, Delaware, five thousand five hundred dollars.

Wilmington Harbor, Del. For improving harbor at Wilmington, Delaware, three thousand five hundred dollars.

Schuylkill River. For improving Schuylkill River, Pennsylvania, twenty-five thousand dollars.

Delaware River. For improving Delaware River below Bridesburg, Pennsylvania, forty-five thousand dollars.

Delaware River. For improving Delaware River between Trenton and White Hill, New Jersey, six thousand dollars.

Allegheny River. For the improvement of the navigation of the Allegheny River from the mouth of French Creek to Pittsburg, Pennsylvania, ten thousand dollars.

Cohansey Creek. For improving Cohansey Creek, New Jersey, four thousand five hundred dollars.

Baltimore Harbor. For improving harbor at Baltimore, Maryland, one hundred and sixty thousand dollars.

Wicomico River. For improving Wicomico River[a], Maryland, three thousand dollars.

James River. For improving James River, Virginia, seventy-five thousand dollars.

Appomattox River. For improving Appomattox River, Virginia, twenty thousand dollars.

Kanawha River. 1879, c. 15. For improving Great Kanawha River, West Virginia, one hundred and fifty thousand dollars.

Cape Fear River. For improving Cape Fear River, North Carolina, one hundred thousand dollars.

Breton Bay. For improving Breton Bay, Leonardtown, Maryland, four thousand dollars.

Nomini Creek. For improving mouth of Nomoni Creek, Virginia, two thousand five hundred dollars.

Rappahannock River. For improving Rappahannock River, Virginia, ten thousand dollars.

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[a] On the eastern shore.

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For improving harbor at Norfolk, Virginia, and its approaches, seventy-five thousand dollars. Norfolk Harbor.

For improving the harbors and channels at Washington and Georgetown, District of Columbia, fifty thousand dollars; of which sum twenty thousand dollars shall be expended in dredging the channel of the Potomac River between the Long Bridge and the United States Arsenal, and thirty thousand dollars shall be expended in Georgetown harbor and channel; and the whole of said sum of fifty thousand dollars is hereby directed to be so expended as to produce the greatest immediate benefit to navigation and commerce. Washington Harbor. Georgetown Harbor.

For improving Blackwater River, Virginia, two thousand five hundred dollars. Blackwater River.

For improving Neuse River, North Carolina, forty-five thousand dollars. Neuse River.

For improving Hampton River, Virginia, two thousand dollars. Hampton River.

For improving Chickahominy River, Virginia, one thousand dollars. Chickahominy River.

For improving French Broad River, North Carolina, five thousand dollars. French Broad River.

For improving Pamlico River, North Carolina, three thousand dollars. Pamlico River.

For improving harbor at Edenton, North Carolina, one thousand dollars. Edenton Harbor.

For improving harbor at Charleston, South Carolina, two hundred thousand dollars. Charleston Harbor, S. C.

For improving harbor at Savannah, Georgia, one hundred thousand dollars. Savannah Harbor.

For improving inside passage between Fernandina and Saint John's, Florida, seven thousand dollars. Fernandina and St. Johns passage.

For improving harbor at Cedar Keys, Florida, including removal of wrecks, fifteen thousand dollars. Cedar Keys Harbor.

For improving Choctawhatchee River, Florida and Alabama, five thousand dollars. Choctawhatchee River.

For improving Alabama River, Alabama, thirty thousand dollars. Alabama River.

For improving Chattahoochie River, Georgia, fifteen thousand dollars. Chattahoochee River.

For improving Flint River, Georgia, seven thousand dollars. Flint River.

For improving Saint Augustin's Creek, Georgia, five thousand dollars. St. Augustin Creek.

For improving Warrior and Tombigbee Rivers, Alabama and Mississippi, thirty thousand dollars; of which sum ten thousand dollars shall be expended on the Tombigbee above Columbus, and twenty thousand dollars on the Warrior and Tombigbee below Columbus. Warrior and Tombigbee rivers.

For improving the Apalachicola River, Florida, including the slough connecting the Apalachicola with the Chippola River, five thousand dollars. Apalachicola River, etc.

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New River. For improving New River from Lead Mines in Wythe County, Virginia, to mouth of Greenbrier, twelve thousand dollars.

Pensacola Harbor. For improving Pensacola Harbor, Florida, ten thousand dollars.

New Orleans Harbor. For improving harbor at New Orleans, Louisiana, sixty thousand dollars.

Sabine Pass. For deepening channel of Sabine Pass and at Blue Buck Bar, Texas, twenty-five thousand dollars.

Galveston Harbor. For improving entrance to Galveston Harbor, Texas, one hundred thousand dollars.

Sabine River. For improving Narrows of Sabine River above Orange, Texas, and to deepen the channel at the mouth of the Sabine River, six thousand dollars.

Trinity River. For improving mouth of Trinity River, Texas, two thousand five hundred dollars.

Neches River. For improving mouth of Neches River, Texas, five thousand dollars.

Pass Cavallo Inlet. For improving Passo Cavallo Inlet into Matagorda Bay, Texas, twenty-five thousand dollars.

Examination and surveys of South Pass. For examinations and surveys of South Pass of the Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at the South Pass of the Mississippi River, and to enable the Secretary of War to report during the construction of the work the payments made from time to time, and the probable times of other payments, and to report during the construction of the work all important facts relating to the progress of the same, materials used, and the character and permanency with which the said jetties and auxiliary works are being constructed, as required by act approved March third, eighteen hundred and seventy-five, and act approved June nineteenth, eighteen hundred and seventy-eight, which impose on the engineer officer the duty of certifying to the correctness of expenditures for labor, material, and so forth, amounting to five hundred thousand dollars, to be paid Mr. Eads in monthly installments, twenty-four thousand dollars.

1875, c. 134, 18 Stat., 463. 1878, c. 313.

Red River raft. For removing raft in Red River and closing Tones Bayou, Louisiana, fifteen thousand dollars.

Red River. For removing obstructions from Red River, Louisiana, twenty-two thousand five hundred dollars.

Cypress Bayou. For improving Cypress Bayou, Texas and Louisiana, six thousand dollars.

Red River. For improving mouth of Red River, Louisiana, forty thousand dollars.

Mississippi River. For improving harbor and the Mississippi River at Memphis, Tennessee, thirty-seven thousand dollars.

Mississippi River. For improving Mississippi River at and near Vicksburg, and protection of harbor at Vicksburg, Mississippi, fifty thousand dollars.

Ouachita River. For improving Ouachita River, Arkansas and Louisiana, ten thousand dollars.

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For improving Yazoo River, Mississippi, fifteen thousand dollars. Yazoo River.

For annual expense of gauging the waters of the Mississippi River and its tributaries: Continuing observation of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars. Mississippi River. 1871, res. 40; 16 Stat. L., 598.

For improving Mississippi, Missouri, and Arkansas Rivers: Removing snags, sand-bars, wrecks, and other obstructions, and correcting and deepening the channel, one hundred and ninety thousand dollars; of which sum one hundred thousand dollars shall be expended on the Mississippi River, sixty thousand dollars shall be expended on the Missouri River, and thirty thousand dollars shall be expended on the Arkansas River. Mississippi, Missouri, and Arkansas rivers.

For improving Mississippi River from Saint Paul to Des Moines Rapids, one hundred thousand dollars: *Provided*, That not exceeding twenty thousand dollars thereof may be used by the Secretary of War in his discretion in making a practical test of the flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams, but without compensation to said Adams for his services; *And provided further*, That such test shall not be made until the right shall be secured to the United States to use said flume, in the event of the favorable result of said test, upon terms satisfactory to the Secretary of War. Mississippi River. *Proviso.* Adams's flume. *Proviso.*

For survey of Missouri River from its mouth to Fort Benton, Montana, thirty thousand dollars. Missouri River.

For improving Missouri River at or near Fort Leavenworth, ten thousand dollars. Missouri River.

For improvement of Arkansas River, between Fort Smith, Arkansas, and Wichita, Kansas, twenty thousand dollars. Arkansas River.

For improving Missouri River at Sioux City, Iowa, ten thousand dollars; which sum shall be available on the passage of this act. Missouri River.

For improving Missouri River at Atchison, Kansas, twenty thousand dollars. Missouri River.

For improving Missouri River opposite Saint Joseph, nine thousand dollars. Missouri River.

For improving Missouri River at Eastport, Iowa, and at Nebraska City, Nebraska, thirty thousand dollars. Missouri River.

For improving Missouri River at Council Bluffs, Iowa, and at Omaha, Nebraska, fifty thousand dollars. Missouri River.

For improving Missouri River above mouth of the Yellowstone River, forty-five thousand dollars. Missouri River.

For improving the Mississippi River between the mouths of the Illinois and Ohio Rivers, two hundred thousand dollars; of which sum, fifteen thousand dollars shall be expended between the mouths of the Illinois and Missouri Rivers, thirty thousand dollars between the foot of Dickey's Island and the mouth of the Ohio River, and eight Mississippi River.

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thousand dollars between Islands Numbers Fourteen and Fifteen, near the town of Kaskaskia, Illinois.

Upper Mississippi River.

For improving Upper Mississippi River: Operating snagboat twenty thousand dollars.

Mississippi River.

For improving Mississippi River from Des Moines Rapids to mouth of the Illinois River, forty thousand dollars.

White River.

For improving White River, Arkansas, ten thousand dollars.

Rush Chute.

For improving Rush Chute and the harbor of Burlington, Iowa, five thousand dollars.

Fort Madison Harbor.

For improving harbor at Fort Madison, Iowa, three thousand six hundred dollars.

Mississippi River.

For removing bar in the Mississippi River opposite Dubuque, Iowa, four thousand dollars.

Des Moines Rapids.

For improving Des Moines Rapids, twenty-five thousand dollars.

Canal at Des Moines Rapids.

For operating the canal at Des Moines Rapids, forty thousand dollars.

Rock Island Rapids.

For improving Rock Island Rapids, Mississippi River, six thousand dollars.

Galena River.

For improving Galena River and harbor, Illinois, twelve thousand dollars.

St. Croix River.

For improving Saint Croix River below Taylor's Falls, eight thousand dollars.

Red River of the North.

For improving Red River of the North, Minnesota, and Dakota, exclusively for dredging, twenty-five thousand dollars.

Illinois River.

For improving Illinois River, forty thousand dollars.

Cumberland River.

For improving Cumberland River below Nashville, Tennessee, forty thousand dollars.

Fourche Le Fevre River.

For improving Fourche Le Fevre River, Arkansas, ten thousand dollars.

Cumberland River.

For improving Cumberland River above Nashville, Tennessee, thirty-nine thousand dollars; of which sum eighteen thousand dollars shall be expended from Nashville to the Kentucky line, six thousand dollars from the Kentucky line to Smith's Shoals, and fifteen thousand dollars at Smith's Shoals.

Tennessee River.

For improving Tennessee River above Chattanooga, eleven thousand five hundred dollars.

Tennessee River.

For improving Tennessee River below Chattanooga, including Muscle Shoals, and Duck River Shoal, and the Shoal at Reynoldsburg, two hundred and ten thousand dollars: *Provided*, That whenever, in the prosecution or maintenance of the work of improving Tennessee River between Decatur and Florence, in the State of Alabama, it may be necessary, in the judgment of the Secretary of War, to take possession of any lands for canals or cut-offs, and a reasonable price for the same can be agreed upon between the owner of said lands and the officer in charge of said work on the part of the United States, the Secretary of War may authorize the purchase of said lands: *Provided*, That in case the owners of said lands shall refuse to sell the same at a reasonable price, then the price to be

Proviso.

Lands for cut-offs.

Proviso.

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paid shall be determined, and the title and jurisdiction procured, in the manner prescribed by the laws of the State of Alabama: *And provided*, That in either case the entire cost of such lands to the United States shall not exceed ten thousand dollars.

Condemnation.

Proviso.

Total cost.

In consideration of the proposition of the Buffalo Bayou Ship Channel Company to turn over their work at Morgan's Point, and to surrender their charter granted by the legislature of Texas, and the rights accruing thereunder, to the United States, which proposition is now on file in the War Department, and is hereby accepted, the Government hereby adopts the line surveyed from the cut in Red Fish Bar to the cut in Morgan's Point, and the sum of eighty thousand dollars is hereby appropriated for the improvement of that line; *Provided*, That no part of said sum shall be expended until said Buffalo Bayou Ship Channel Company shall file with the Secretary of War in manner and form to be by him approved, their acceptance of this provision of this act.

Buffalo Bayou ship channel.

V. 26, p. 456; *post*, p. 585.

Proviso.

For improving Coosa River, Georgia and Alabama, forty-five thousand dollars.

Coosa River.

For improving Hiwassee River, Tennessee, three thousand dollars.

Hiwassee River.

For improving Oostenaula and Coosawattee Rivers, Georgia, three thousand dollars.

Oostenaula and Coosawattee rivers.

For improving Ocmulgee River, Georgia, seven thousand dollars.

Ocmulgee River.

For improving Oconee River, Georgia, one thousand five hundred dollars.

Oconee River.

For an ice harbor at the mouth of the Muskingum River, Ohio, thirty thousand dollars.

Muskingum River ice harbor.

For improving the Ohio River, two hundred and fifty thousand dollars; of which sum fifty thousand dollars, or so much thereof as may be necessary, shall be expended in the removal of obstructions at Grand Chain, and not exceeding one hundred thousand dollars on the Davis Island Dam.

Ohio River.

For improving Little Kanawha River, West Virginia, dredging, removing obstructions, and for wing dams, if required, eighteen thousand dollars.

Little Kanawha River.

For improving Guyandotte River, West Virginia, one thousand dollars.

Guyandot River.

For improving harbor at Ontonagon, Michigan, seventeen thousand dollars; of which sum fifteen thousand dollars shall be expended in the construction of piers, and two thousand dollars in dredging.

Ontonagon Harbor.

For improving Big Sandy River from Catlettsburg, Kentucky, to Head of Navigation, twelve thousand dollars.

Big Sandy River.

For improving Wabash River, Indiana, twenty thousand dollars.

Wabash River.

For improving Eagle Harbor, Michigan, two thousand dollars.

Eagle Harbor.

For improving harbor at Marquette, Michigan, for repairs, one thousand five hundred dollars.

Marquette Harbor.

For improving harbor at Menomonee, Wisconsin, ten thousand dollars.

Menominee Harbor.

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Green Bay Harbor.

For improving harbor at Green Bay, Wisconsin, four thousand dollars.

Sturgeon Bay harbor of refuge.

For harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin, thirty thousand dollars.

Ahnapee Harbor.

For improving harbor at Ahnapee, Wisconsin, seven thousand dollars.

Two Rivers Harbor.

For improving harbor at Two Rivers, Wisconsin, twenty thousand dollars.

Manitowoc Harbor.

For improving harbor at Manitowoc, Wisconsin, six thousand five hundred dollars.

Sheboygan Harbor.

For improving harbor at Sheboygan, Wisconsin, repairs and dredging, three thousand dollars.

Port Washington Harbor.

For improving harbor at Port Washington, Wisconsin, seven thousand five hundred dollars.

Milwaukee Harbor.

For improving harbor at Milwaukee, Wisconsin, seven thousand five hundred dollars.

Racine Harbor.

For improving harbor at Racine, Wisconsin, six thousand dollars.

Kenosha Harbor.

For improving harbor at Kenosha, Wisconsin, five thousand dollars.

Fox and Wisconsin rivers.

For improving Fox and Wisconsin River, Wisconsin, one hundred and fifty thousand dollars.

Chicago Harbor.

For improving harbor at Chicago, Illinois, seventy-five thousand dollars.

Calumet Harbor.

For improving harbor at Calumet, Illinois, twelve thousand dollars.

Michigan City Harbor.

For improving harbor at Michigan City, Indiana, forty thousand dollars.

Charlevoix Harbor.

For improving harbor at Charlevoix, Michigan, nine thousand dollars.

Frankfort Harbor.

For improving harbor at Frankfort, Michigan, four thousand dollars.

Manistee Harbor.

For improving harbor at Manistee, Michigan, ten thousand dollars.

Ludington Harbor.

For improving harbor at Ludington, Michigan, five thousand dollars.

Pentwater Harbor.

For improving harbor at Pentwater, Michigan, six thousand dollars.

White River Harbor.

For improving harbor at White River, Michigan, seven thousand five hundred dollars.

St. Marys River and canal.

For improving Saint Mary's River and Saint Mary's Falls Canal three hundred thousand dollars; of which sum two hundred thousand dollars shall be expended on the canal, and one hundred thousand dollars shall be expended on the survey and improvement of the river towards obtaining a depth in present channel of sixteen feet.

Grand Haven Harbor.

For improving harbor at Grand Haven, Michigan, nine thousand dollars.

Black Lake (Holland) Harbor.

For improving harbor at Black Lake, Michigan, six thousand dollars.

Saugatuck Harbor.

For improving harbor at Saugatuck, Michigan, five thousand dollars.

South Haven Harbor.

For improving harbor at South Haven, Michigan, seven thousand five hundred dollars.

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For improving river and harbor at Saint Joseph, Michigan, six thousand dollars. **St. Joseph River and Harbor.**

For harbor of refuge, at Lake Huron, Michigan, seventy-five thousand dollars. **Sandbeach (Harbor Beach).**

For improving Detroit River, Michigan, fifty thousand dollars. **Detroit River.**

For improving Saint Clair Flats, Michigan, repairs of canal, three thousand dollars. **St. Clair flats.**

For improving harbor at Muskegon, Michigan, five thousand dollars. **Muskegon Harbor.**

For improving Saginaw River, Michigan, eight thousand dollars. **Saginaw River.**

For improving harbor at Cheboygan, Michigan, three thousand dollars. **Cheboygan Harbor.**

For improving harbor at Monroe, Michigan, two thousand dollars. **Monroe Harbor.**

For improving harbor and river at Au Sable, Michigan, seven thousand dollars. **Au Sable Harbor and River.**

For improving harbor at Toledo, Ohio, twenty thousand dollars. **Toledo Harbor.**

For improving harbor at Port Clinton, Ohio, ten thousand dollars. **Port Clinton Harbor.**

For improving and surveying harbor at Sandusky City, Ohio, one thousand dollars. **Sandusky Harbor.**

For improving harbor at Cleveland, Ohio, one hundred thousand dollars. **Cleveland Harbor.**

For improving harbor at Ashtabula, Ohio, nine thousand dollars. **Ashtabula Harbor.**

For improving harbor at Erie, Pennsylvania, twenty-five thousand dollars. **Erie Harbor.**

For improving harbor at Buffalo, New York, one hundred thousand dollars. **Buffalo Harbor.**

For improving harbor at Oak Orchard, New York, one thousand dollars. **Oak Orchard Harbor.**

For improving harbor at Charlotte, New York, repair of piers, one thousand dollars. **Charlotte Harbor.**

For improving harbor at Pultneyville, New York, four thousand dollars. **Pultneyville Harbor.**

For improving harbor at Great Sodus Bay, New York, two thousand dollars. **Great Sodus Bay Harbor.**

For improving Oakland Harbor, California, sixty thousand dollars; but this sum shall not be available until the right of the United States to the bed of the estuary and training-walls of this work is secured, free of expense, to the Government, in a manner satisfactory to the Secretary of War; and if said right shall not have been so secured by September first, eighteen hundred and seventy-nine, said sum shall be returned into the Treasury. **Oakland Harbor. Conditions.**

For improving harbor at Little Sodus Bay, New York, five thousand dollars. **Little Sodus Bay Harbor.**

For improving harbor at Oswego, New York, ninety thousand dollars. **Oswego Harbor.**

For improving harbor at Wilmington, California, twelve thousand dollars. **Wilmington Harbor, Cal.**

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Sacramento River.

For improving Sacramento River, California, twenty thousand dollars.

Lower Willamette and Columbia rivers.

For improving Lower Willamette and Columbia Rivers, from Portland, Oregon, to the sea, forty-five thousand dollars.

Upper Willamette River.

For improving Upper Willamette River, twelve thousand dollars.

Upper Columbia and Snake rivers.

For improving Upper Columbia River, including Snake River, twenty thousand dollars.

Cascades Canal.

For constructing canal around the Cascades of Columbia River, one hundred thousand dollars.

Columbia River bar.

For continuing the survey and observation of currents at the bar of the mouth of the Columbia River, five thousand dollars.

River bank at Fort Brown.

For protection of river-bank at Fort Brown, Texas, seven thousand dollars.

Reservoirs at sources of Mississippi and other rivers.

For examinations and surveys for reservoir at sources of the Mississippi, Saint Croix, Chippewa, and Wisconsin Rivers: Completing survey, twenty-five thousand dollars.

Coos Bay and Harbor.

For improving the entrance to Coos Bay and harbor of, Oregon, forty thousand dollars.

Lower Clearwater River.

For improving Lower Clearwater River, Idaho, five thousand dollars.

Elk River.

1878, c. 264.

For improving Elk River, West Virginia, the sum of five thousand dollars, appropriated by the act of June eighteenth, eighteen hundred and seventy-eight, is directed to be expended in the removal of obstructions to open navigation from Braxton Court House to the mouth of Big Sandy; *Provided, however*, That not exceeding five hundred dollars thereof may be expended for the improvement of steamboat navigation at Jarrett's Ford, but in no way to obstruct navigation by boats and rafts.

Proviso.

Scuppernong River.

For improving Scuppernong River, North Carolina, two thousand dollars.

Mispillion River.

For improving Mispillian Creek, Delaware, three thousand dollars.

Delaware River.

For improving Delaware River at or near Cherry Island Flats, one hundred thousand dollars.

Kentucky River.

1879, c. 15.

For improving the Kentucky River from the mouth to Three Forks, according to estimate and report of Major William E. Merrill, January fourteenth, eighteen hundred and seventy-nine, one hundred thousand dollars.

Woodbridge Creek.

For improving Woodbridge Creek, New Jersey, four thousand dollars.

Elizabeth River.

For improving Elizabeth River, New Jersey, to secure a seven-foot channel, seven thousand five hundred dollars.

Rahway River.

For improving Rahway River, New Jersey, deepening channel, and removing obstructions, ten thousand dollars.

Flushing Bay.

For improving Flushing Bay, New York, twenty thousand dollars.

Yellowstone River.

For improving Yellowstone River, twenty-five thousand dollars.

Mobile Harbor.

For improving Mobile Harbor, to secure a seventeen-foot channel, one hundred thousand dollars.

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For improving and repairing San Diego Harbor, California, one thousand dollars. San Diego Harbor.

For improving Big Sunflower River, Mississippi, twenty thousand dollars. Big Sunflower River.

For improving Coldwater River, Mississippi, seven thousand dollars. Coldwater River.

For improving Tallahatchie River, Mississippi, six thousand dollars. Tallahatchie River.

For improving Upper Red River from Fulton to the head of the Raft, ten thousand dollars. Upper Red River.

For improving Urbana Creek, Virginia, five thousand dollars. Urbana Creek.

For improving Monongahela River, West Virginia and Pennsylvania, to be expended in completing lock and dam at Hoard's Rock, twenty-four thousand dollars. Monongahela River.

For improving Boston Harbor, to be expended in the improvement of Anchorage Shoals, the channel at the lower middle, and dredging the upper harbor, near the mouth of Mystic River, fifty thousand dollars. Boston Harbor.

For improving Staunton River, Virginia, five thousand dollars. Staunton River.

For improving Missouri River at Cedar City, ten thousand dollars. Missouri River.

For improving Missouri River at and near Glasgow, fifteen thousand dollars. Missouri River.

For improving Bayou La Fourche, Louisiana, including removal of obstructions and deepening of channel, ten thousand dollars. Bayou Lafourche.

For construction of breakwater at New Haven, Connecticut, thirty thousand dollars. New Haven breakwater.

For improving entrance to Woods Holl Harbor, Massachusetts, fifteen thousand dollars, to secure a channel two hundred feet wide and ten feet deep. Woods Hole Harbor.

For improving Manasquan River, New Jersey, twelve thousand dollars. Manasquan River.

For improving harbor at Grand Marias, Minnesota, ten thousand dollars. Grand Marais Harbor.

For improving harbor at Muscatine, Iowa, seven thousand five hundred dollars. Muscatine Harbor.

For improving White and Saint Francis rivers, Arkansas, twelve thousand dollars. White and St. Francis rivers.

For improving L'Anguille River, Arkansas, five thousand dollars. L'Anguille River.

For ice harbor at or near Cincinnati, Ohio, the sum of fifty thousand dollars, appropriated by act of June eighteenth, eighteen hundred and seventy-eight, is hereby declared available for the ensuing year. Cincinnati ice harbor. 1878, c. 264.

For improving Cambridge Harbor and Pocomoke River, Maryland, two thousand five hundred dollars each. Cambridge Harbor. Pocomoke.

For improving harbor at Queenstown, Maryland, three thousand dollars. Queenstown Harbor.

For improving North Landing River, Virginia and North Carolina, twenty-five thousand dollars. North Landing River.

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Lubec Channel.

For improving Lubec Channel, Maine, ten thousand dollars; and for the purpose of this improvement the unexpended balance of the appropriations made for the improvement of the Saint Croix River by the acts of March second, eighteen hundred and sixty-seven, March third, eighteen hundred and seventy-three, and June twenty-third, eighteen hundred and seventy-four, are hereby made available.

1867, c. 144, 14 Stat., 420. 1873, c. 233, 17 Stat., 565. 1874, c. 457, 18 Stat., 241.

Portage Lake harbor of refuge.

For harbor of refuge at Portage Lake, Lake Michigan, ten thousand dollars.

Onancock.

For Onancock Harbor, Virginia, three thousand dollars.

Trent River.

For improving Trent River, North Carolina, seven thousand dollars.

Tar River.

For improving Tar River, North Carolina, three thousand dollars.

Aransas Pass and Bay.

For improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas, thirty-five thousand dollars; which sum shall be expended in deepening the channel across the outer bar of Aransas Pass and the protection of the head of Mustang Island: *Provided*, That if the expenditure of said sum in the manner indicated herein involve the improvement of any channel or way owned or controlled by any corporation or person with the right to levy tolls or otherwise to affect the navigation and commerce thereof, no part of said sum shall be expended until such right, ownership, and control shall have been surrendered and relinquished to the United States, free of cost, in manner and form to be approved by the Secretary of War.

Proviso.

Missouri River.

For improvement of Missouri River at Vermillion, Dakota, five thousand dollars.

Brunswick Harbor.

For improving Brunswick Harbor, Georgia, twenty thousand dollars.

Portsmouth Harbor.

For improving Portsmouth Harbor, New Hampshire, ten thousand dollars.

Missouri River.

For improving Missouri River, at or near Kansas City, thirty thousand dollars.

Pascagoula River.

For improving Pascagoula River, Mississippi, fourteen thousand dollars.

Pearl River.

For improving Pearl River, Mississippi from Jackson to Carthage, six thousand dollars.

Osage River.

For improving the Osage River, Kansas and Missouri, twenty thousand dollars.

White River, Ind.

For improving White River, Indiana, from the Wabash River to Portersville and to the Falls on West Fork, according to report of Chief of Engineers, without constructing locks and dams, twenty-five thousand dollars.

St. Anthonys Falls.

For sluiceway through public works at Saint Anthony's Falls, Minnesota, ten thousand dollars: *Provided*, That no part of said sum shall be expended for right of way, and that said improvement can be made without expense to the United States further than the actual construction of said sluiceway.

Proviso.

Chippewa River.

For the protection of the high sand-banks on the Chippewa River, Wisconsin, to prevent their erosion and depo-

1879, c. 32.

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sition in the Mississippi River, eight thousand dollars: *Provided*, That nothing shall be done, nor shall any improvement be made, on the said Chippewa River, under or in pursuance of this act, or the appropriation hereby made, which shall, directly or indirectly, prevent, interfere with, or obstruct the free navigation of the said river, as heretofore, by steamboat, or other water craft, or the free use thereof, as heretofore, for the running, floating, guiding, or sheering of loose logs or rafts of lumber, or logs upon or down the same, or which shall directly or indirectly, prevent, obstruct, or interfere with the use of any slough, arm, or branch of the said river, as heretofore, for the holding, assorting, or rafting of logs therein.

Proviso.

Free navigation to be preserved.

For improving Shrewsbury River, New Jersey, ten thousand dollars.

Shrewsbury River.

For improving navigation of Mississippi River, at Quincy, Illinois, twenty thousand dollars.

Mississippi River.

For improving Harlem River, New York, one hundred thousand dollars; but this appropriation is made subject to the provisions and limitations contained in the act of June eighteenth, eighteen hundred and seventy-eight, relating to said Harlem River improvement and the right of way therefor.

Harlem River.

Proviso. 1878, c. 264.

For improving Delaware River at Schooner Ledge, fifty thousand dollars;

Delaware River.

That the sum of one hundred and fifty thousand dollars[a] be, and the same is hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, to be expended by the Secretary of War in the commencement of the construction of a breakwater and harbor of refuge at such point on the Pacific Ocean between the Straits of [Juan de] Fuca and San Francisco, California, as may, in the opinion of a majority of the board of United States engineers for the Pacific coast, be most suitable, the interests of commeree, local and general, being considered.

Harbor of refuge, Pacific coast.

V. 22, p. 209. *Post*, p. 383. V. 29, p. 214. *Post*, p. 761.

For continuing the improvement of Currituck Sound and North River Bar, North Carolina, twenty-five thousand dollars.

Currituck Sound.

For dredging a channel in the Potomac River through the flats in front of the landing at Mount Vernon, four thousand dollars.

Potomac River.

For Yadkin River, North Carolina, twenty thousand dollars.

Yadkin River.

It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in carrying on the various works by contract or by hired labor, at his discretion, and as in his judgment may be most advantageous to the government: and, where said works are done by contract, such contracts shall be made after sufficient public adver-

Manner of making improvements.

Contracts after advertisement.

[a] Act of Aug. 2, 1882, authorizes the expenditure of this appropriation in the construction of a harbor of refuge at Port Orford, Oreg. By act of June 3, 1896, the unexpended balance was made available for wharf construction at Graveyard Point, in said harbor.

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tisement for proposals in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders therefor, accompanied by such securities as the Secretary of War shall require.

Examinations and surveys.

SEC. 2. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper, to be made at the following points, namely:

The outlet of Lake Winnepesaukee, New Hampshire;
Nantucket Harbor, Massachusetts;
Broad Bay, Virginia;
Link Horn Bay, Virginia;
Lin Haven Bay, Virginia;
Chincoteaque Inlet, Virginia;
Shenandoah River, Virginia and West Virginia.
Cathanse[a], Maine;
The Delaware at Chester and Marcus Hook, Pennsylvania, to ascertain its adaptability for an ice-harbor;
New Town Creek, at mouth of East River, New York;
Nanticoke River, Delaware and Maryland;
Channel leading into Cabin Creek, Maryland;
Northeast River, Maryland;
Lockwood's Folly River, North Carolina.
Tread Haven [Tred Avon] Creek, Maryland, for a distance of three miles below Eastern [Easton].
Slaughter Creek, Maryland.

Examinations and surveys, continued.

Choptank River, Maryland between Denton and Greensboro';
Secretary Creek [Warwick River], Maryland.
Canal connecting Galveston and Brazos River, Texas.
Bayou Vermillion, Louisiana;
Bayou Teche, Louisiana;
Bayou Courtableau, Louisiana;
Coosa River, from the bridge of Selma River, Rane and Dalton [Selma, Rome and Dalton, now known as the East Tennessee, Virginia and Georgia] Railroad, to the city of Wetumpka, Alabama;
Duck River, from its mouth to Centerville, Tennessee.
Yallabusha River, Mississippi;
Noxubee River, Mississippi;
Cuivre River, Missouri;
The Gasconade River from its mouth to Vienna in Maries County, Missouri;
Arkansas River at Pine Bluff.

1878, c. 264.

Ohio River and mouth of Little Kanawha River, West Virginia, to ascertain the adaptability of that locality for an ice-harbor, including a report on the cost and merit of that point compared with the mouth of the Muskingum at Marietta, Ohio, surveyed under the provisions of the act of June eighteenth, eighteen hundred and seventy-eight;
Waukegan Harbor, Illinois and Illinois River:

[a] The report submitted under this item related to a survey of Cathance River.

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Alton Harbor, Illinois, and the Mississippi River opposite to the mouth of the Missouri;

Breakwater at Mackinac, Michigan;

Harbor of refuge at entrance to Portage Lake and Lake Superior Ship Canal;

Petaluma Creek, California;

Resurvey of Sabine River, Texas, from its mouth to East Hamilton;

Resurvey of Neches River, Texas, from the mouth of the Neches to Bevelport:

Resurvey of Trinity River, Texas, from its mouth to the bridge of the Great Northern Railroad.

Charlotte Harbor and Peace Creek, Florida;

Entrance to Cumberland Sound, Florida and Georgia;

Withlacooche River, Florida;

Black River, Arkansas;

Caney Fork [Caney Fork River], Cumberland River, Tennessee;

Saint Joseph River, from its mouth in Michigan to Elkhart, Indiana, including channel leading up to Benton Harbor;

Trinidad Harbor, California;

Sacramento River, California;

Tchula Lake, Mississippi;

Archer's Hope River, Virginia;

Susquehanna River, Pennsylvania;

Resurvey of Sebewaing Harbor, Michigan;

Resurvey of Clinton River, Michigan;

Resurvey of bar at mouth of Bell River, Michigan;

Aroostook River, Maine, from boundary line to Masardis;

Green River and its tributaries, Muddy and Barren Rivers, Kentucky;

Bayou Deglaize [Des Glaises], Louisiana;

Moosebec Bar, Jonesport, Maine;

South River, New Jersey, between Raritan River and Old Bridge;

Bayou Terrebonne, Louisiana;

Tchefuncta, Tichfaw, and Amite Rivers, Louisiana;

Cheesequakes Creek, New Jersey;

Allegheny River, from French Creek to Olean, New York;

Dan River, Virginia, from Clarksville, Virginia, to Danbury, North Carolina (continued);

The Mississippi, from Saint Paul to the Falls of Saint Anthony;

Oconto River, Wisconsin;

Wolf River[a], Wisconsin (continued);

Superior Bay, to determine the best and most economical plan for harbor improvement for the head of Lake Superior;

Resurvey of Ogdensburg Harbor, New York;

Warrior, from Tuscaloosa to Forks of Sipsey and Mulberry, Alabama;

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[a] A tributary of Fox River.

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Examinations and surveys, continued.

Sipsey River, Alabama;

The Columbia River at the Dalles in Oregon, including plan and specifications for locks and canal around said point;

For an accurate examination and survey of Alsea Harbor, Oregon, and bar in front of it;

Umpqua River, Oregon, between Scottsburg and its mouth;

The Cowlitz River, Washington Territory, for purpose of ascertaining the cost of removing snags and other obstructions;

Ship canal across Bergen Neck in Hudson County, New Jersey;

Tuckahoe Creek, Maryland;

1879, c. 22.

Chattahoochie[a] River, Alabama, from Geneva to Newton;

Pea River, Alabama, from Geneva to Elba;

Cheyenne River, Dakota;

Continuing survey of the Yellowstone River;

Port Royal [Beaufort] River, near Beaufort, South Carolina;

Survey and estimate for York River, Virginia;

Pamunkey River, in Virginia;

Bayfield Harbor, Wisconsin;

Ashland Harbor, Wisconsin;

Morristique [Manistique] River, Michigan;

Approaches from Lake Superior to Saint Mary's Falls Ship-Canal, for a sixteen-foot channel;

Kankakee River, Indiana and Illinois;

For survey of Broad Creek [Broad Creek River], a prong of the Nanticoke River, from its mouth to Laurel, Delaware;

For the resurvey of the outlet to Wolf Lake in Lake County, Indiana;

For survey of Waccamaw River, North Carolina;

For survey of Catawba River, North Carolina;

The Pee Dee Rivers[b], South Carolina;

The Santee River, South Carolina;

The Wateree River, South Carolina;

The Broad River, South Carolina;

The Catawba River, South Carolina;

For a survey and estimate for a breakwater to be constructed from a point at or near the new canal outlet near New Orleans, Louisiana, to the Ponchartrain Railroad Wharf said breakwater to be so constructed as to serve as a harbor of refuge for all vessels[c].

Expenses of examinations, etc.

SEC. 3. That for the examinations and surveys herein provided for, and for incidental repairs of harbors, for which there is no special appropriation, the sum of one

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[a] Corrected by act approved June 14, 1879, to read *Choctawhatchee.*

[b] Refers to the Great Pedee and the Little Pedee.

[c] The location contemplated for the breakwater was in Lake Pontchartrain.

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hundred and fifty thousand dollars is hereby appropriated, to be paid out of any moneys in the Treasury not otherwise appropriated.

* * * * *

Eads South Pass jetties.

1875, c. 134, 18 Stat., 463. Amended.

SEC. 9. That the fourth and succeeding sections of an act entitled "An act making appropriations for the repair, preservation, and completion of certain public works on rivers and harbors, and for other purposes" approved March third, anno Domini eighteen hundred and seventy-five, authorizing James B. Eads and his associates to create and permanently maintain a wide and deep channel between the South Pass of the Mississippi River and the Gulf of Mexico be, and they are hereby, amended so as to provide in lieu of the payments therein provided, that payment to said Eads or his legal representatives shall be made as follows, namely:

Payments to Eads.

The Secretary of War is hereby authorized and directed to draw his warrant upon the Secretary of the Treasury of the United States in favor of said James B. Eads or his legal representatives for the sum of seven hundred and fifty thousand dollars, which said sum is hereby appropriated; and the Secretary of the Treasury is hereby authorized and directed to pay to said Eads or his legal representatives, out of any money in the Treasury not otherwise appropriated, the sum for which said warrant is drawn.

When a channel shall have been obtained by the action of the jetties and auxiliary works authorized by said act twenty-five feet in depth, and not less than two hundred feet in width at the bottom, through the said jetties, there shall be paid five hundred thousand dollars.

When a channel shall have been obtained through the jetties twenty-six feet in depth, and not less than two hundred feet in width at the bottom, there shall be paid five hundred thousand dollars.

When a channel thirty feet in depth, without regard to width, shall have been obtained through the jetties, there shall be paid five hundred thousand dollars; and the one million dollars provided by the hereinbefore-recited act to be paid by the United States in ten and twenty years shall be earned by said Eads and his associates, and the same, with interest shall be paid to said Eads or his legal representatives, at the times and in the manner provided by said act.

The one hundred thousand dollars per annum provided by said recited act to be paid to said Eads and his associates during a period of twenty years shall be paid at the times and in the manner therein provided; upon the maintenance by said Eads and his associates of a channel through the jetties twenty-six feet in depth, not less than two hundred feet in width at the bottom, and having through it a central depth of thirty feet without regard to width.

1878, c. 313.

Nothing herein contained shall be so construed as to repeal or in any wise affect the provisions of the amendatory act approved June nineteenth, anno Domini eighteen hun-

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dred and seventy-eight, by which said Eads is entitled to receive certain moneys to pay for materials furnished, labor done, and expenditures incurred in the construction of the work at the mouth of the Mississippi River; and the whole of the hereinbefore-recited act, approved March third, anno Domini eighteen hundred and seventy-five, except as the same is hereby expressly modified or amended; or has by act heretofore passed been modified or amended, shall be and remain in full force, and have the same effect as if this act had not been passed.

1875, c. 134. 18 Stat., 463.

Approved, March 3, 1879.

May 13, 1879. Vol. 21, p. 4.

CHAP. 6.—An Act Making appropriations for constructing jetties and other works at South Pass, Mississippi River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the requisite amount is hereby appropriated out of any money in the Treasury not otherwise appropriated, to enable the Secretary of War to cause to be paid all money that may become due and owing to James B. Eads and his associates, or that may become payable to said Eads, his assigns or legal representatives, in accordance with the provisions of the act approved March third, eighteen hundred and seventy-five, and the acts amendatory thereof, and to continue the monthly payments in the manner and to the full extent of the amount specified in the act approved June nineteenth, eighteen hundred and seventy-eight, chapter three hundred and thirteen, Statutes at Large: *Provided*, That nothing herein contained shall be held or construed as waiving or impairing any right which the United States may have under the original act hereinbefore referred to or the several acts amendatory thereof: *And provided further*, That nothing in this act shall be construed as making an appropriation for the payment of the one million of dollars which by the provisions of the act of March third, eighteen hundred and seventy-five are to remain as security in the possession of the United States and only to become payable, one-half at the end of ten years and the residue at the end of twenty years after the completion of the work provided for in said acts as ascertained and determined by the Secretary of War.

Appropriation.

Eads jetties.

1875, c. 134. 18 Stat., 463.

1878, c. 313. 20 Stat., 168.

Proviso.

Proviso. Reserve not appropriated.

Approved, May 13, 1879.

June 10, 1879. Vol. 21, p. 8.

CHAP. 15.—An Act To amend an Act entitled "An Act making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors and for other purposes," approved March third, eighteen hundred and seventy-nine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That such parts of the moneys heretofore appropriated by the act of which this is amendatory for the improvement

River improvements.

1879, c. 181. 20 Stat., 364, 370.

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of the Great Kanawha River in West Virginia and the Kentucky River in the State of Kentucky as may be necessary in the prosecution of said improvements as undertaken may be expended in the purchase, voluntary or by condemnation as the case may be, of such sites as are necessary in the prosecution of said improvements: *Provided*, That such expenditure shall be under the direction of the Secretary of War: *And provided further*, That if the owners of such lands or sites shall refuse to sell the same at reasonable prices, then the prices to be paid shall be determined and the title and jurisdiction procured in the manner prescribed by the laws of the State in which such lands or sites are situated.

Kanawha River. Kentucky River. Purchase of land.

Proviso.

Condemnation.

Approved, June 10, 1879.

CHAP. 22.—An Act To correct an error in "An Act making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors, and for other purposes" approved March third, eighteen hundred and seventy-nine.

June 14, 1879. Vol. 21, p. 20.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the act entitled "An act making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors, and for other purposes," approved March third, eighteen hundred and seventy-nine, as, provides for the survey of "Chattahoochee" River, between Geneva and Newton, in Alabama, be, and the same is hereby, corrected so as to read, "Choctawhatchee" River, Alabama, from Geneva to Newton.

Improvement of Choctawhatchee River. 1879, c. 181, 20 Stat., 374.

Approved, June 14, 1879.

CHAP. 32.—An Act To authorize the Secretary of War to use certain moneys appropriated by Act of Congress approved March third, eighteen hundred and seventy-nine, "for the protection of the high sand-banks on the Chippewa River," in the completion and protection of improvements in and near the mouth of said Chippewa River.

June 19, 1879. Vol. 21, p. 23.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That the Secretary of War be, and he is hereby, authorized, in his discretion, to apply and use for the completion and protection of the wing-dams, jetties, and other improvements of the Chippewa River in the State of Wisconsin, located at and near the mouth of said river, so much of the moneys appropriated by an act of Congress approved March third, eighteen hundred and seventy-nine, entitled "An act making appropriations for the construction, repair, preservation, and completion of certain works on rivers and harbors, and for other purposes," as were appropriated "for the protection of the high sand banks on the Chippewa River," and so forth, as may be required for such purpose herein provided: *Provided*, That such use or application of the moneys

Chippewa River, Wis. 1879, c. 181, 20 Stat., 372.

Use of appropriation.

Proviso.

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herein authorized shall be made under the same limitations and conditions as provided in the act hereinbefore named, and subject to the terms and conditions of the proviso attached to said appropriation for said Chippewa River in said act approved, March third, eighteen hundred and seventy-nine.

Approved, June 19, 1879.

June 28, 1879. Vol. 21, p. 37.

CHAP. 43.—An Act To provide for the appointment of a "Mississippi River Commission" for the improvement of said river from the Head of the Passes near its mouth to its headwaters.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a commission is hereby created, to be called "The Mississippi River Commission," to consist of seven members [a].

Mississippi River Commission.

Vol. 31, p. 792.

Post, p. 936.

Number.

Selection.

Vacancies.

President.

Compensation.

Tenure of office.

SEC. 2. The President of the United States shall, by and with the advice and consent of the Senate, appoint seven commissioners, three of whom shall be selected from the Engineer Corps of the Army, one from the Coast and Geodetic Survey, and three from civil life, two of whom shall be civil engineers. And any vacancy which may occur in the commission shall in like manner be filled by the President of the United States; and he shall designate one of the commissioners appointed from the Engineer Corps of the Army to be president of the commission. The commissioners appointed from the Engineer Corps of the Army and the Coast and Geodetic Survey shall receive no other pay or compensation than is now allowed them by law, and the other three commissioners shall receive as pay and compensation for their services each the sum of three thousand dollars per annum; and the commissioners appointed under this act shall remain in office subject to removal by the President of the United States.

Duties.

SEC. 3. It shall be the duty of said commission to direct and complete such surveys of said river, between the Head of the Passes near its mouth to its headwaters as may now be in progress, and to make such additional surveys, examinations, and investigations, topographical, hydrographical, and hydrometrical, of said river and its tributaries, as may be deemed necessary by said commission to carry out the objects of this act. And to enable said commission to complete such surveys, examinations, and investigations, the Secretary of War shall, when requested by said commission, detail from the Engineer Corps of the Army such officers and men as may be necessary, and shall place in the charge and for the use of said commission such vessel or vessels and such machinery and instruments as may be under his control and may be deemed

Detail of assistants, etc.

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[a] Act approved February 18, 1901, amends this act by adding thereto a section providing that the headquarters and general offices of the Commission shall be located at some town on the river, etc.

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necessary. And the Secretary of the Treasury shall, when requested by said commission, in like manner detail from the Coast and Geodetic Survey such officers and men as may be necessary, and shall place in the charge and for the use of said commission such vessel or vessels and such machinery and instruments as may be under his control and may be deemed necessary. And the said commission may, with the approval of the Secretary of War, employ such additional force and assistants, and provide, by purchase or otherwise such vessels or boats and such instruments and means as may be deemed necessary.

Additional force.

SEC. 4. It shall be the duty of said commission to take into consideration and mature such plan or plans and estimates as will correct, permanently locate, and deepen the channel and protect the banks of the Mississippi River; improve and give safety and ease to the navigation thereof; prevent destructive floods; promote and facilitate commerce, trade, and the postal service; and when so prepared and matured, to submit to the Secretary of War a full and detailed report of their proceedings and actions, and of such plans, with estimates of the cost thereof, for the purposes aforesaid, to be by him transmitted to Congress: *Provided*, That the commission shall report in full upon the practicability, feasibility, and probable cost of the various plans known as the jetty system, the levee system, and the outlet system, as well as upon such others as they deem necessary.

Duties.

Report.

Proviso.

SEC. 5. The said commission may, prior to the completion of all the surveys and examinations contemplated by this act, prepare and submit to the Secretary of War plans, specifications, and estimates of costs for such immediate works as, in the judgment of said commission, may constitute a part of the general system of works herein contemplated, to be by him transmitted to Congress.

Immediate works.

SEC. 6. The Secretary of War may detail from the Engineer Corps of the Army of the United States an officer to act as secretary of said commission.

Secretary.

SEC. 7. The Secretary of War is hereby authorized to expend the sum of one hundred and seventy-five thousand dollars, or so much thereof as may be necessary, for the payment of the salaries herein provided for, and of the necessary expenses incurred in the completion of such surveys as may now be in progress, and of such additional surveys, examinations, and investigations as may be deemed necessary, reporting the plans and estimates, and the plans, specifications, and estimates contemplated by this act, as herein provided for; and said sum is hereby appropriated for said purposes out of any money in the Treasury not otherwise appropriated.

Appropriation.

Approved, June 28, 1879.

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June 28, 1879. Vol. 21, p. 54.

[No. 19.] Joint Resolution Authorizing a survey of the Mississippi River near Lake Concordia, Louisiana, and Cowpen Bend, Mississippi.

Examination and survey of Mississippi River.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be and he is hereby authorized and directed to order a survey and recommendations thereon of the Mississippi River near Lake Concordia, Louisiana, and of Cowpen Bend, Mississippi, looking to the protection of the harbors of Natchez and Vidalia by restraining the river from cutting into Lake Concordia, and of the Charenton Canal in St. Mary's Parish, Louisiana, out of moneys already appropriated for surveys and examinations by act of Congress of March third, eighteen hundred and seventy-nine.

Approved, June 28, 1879.

Jan. 23, 1880. Vol. 21, p. 61.

CHAP. 10.—An Act Directing the removal of obstructions from the harbor at the Delaware Breakwater.

Removal of obstructions in harbor at Delaware Breakwater.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, directed to cause to be removed from the harbor at the Delaware Breakwater and the entrance thereto and in the main ship channel of the Delaware Bay and River several vessels which were sunk in the year eighteen hundred and seventy-seven, and now forming obstructions endangering the safety of vessels entering said harbor after reasonable notice to the owners of such vessels to remove the same, and the sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for that purpose, out of any money in the Treasury not otherwise appropriated.

Notice.

Appropriation.

Approved, January 23, 1880.

May 18, 1880. Vol. 21, p. 141.

CHAP. 95.—An Act To abolish all tolls at the Louisville and Portland Canal.

Tolls at Louisville and Portland Canal abolished.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after the first day of July, eighteen hundred and eighty, no tolls shall be charged or collected at the Louisville and Portland Canal, but the Secretary of War shall be authorized to draw his warrant from time to time upon the Secretary of the Treasury to pay the actual expenses of operating and keeping said canal in repair[a].

Approved, May 18, 1880.

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[a] The Treasury Department has decided that this act does not appropriate money for operating and caring for the canal.

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CHAP. 211.—An Act Making appropriations for the construction, repair, completion, and preservation of certain works on rivers and harbors, and for other purposes. June 14, 1880. Vol. 21, p. 180.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be expended, under the direction of the Secretary of War, for the construction, repair, completion, and preservation of the public works hereinafter named: Public works on rivers and harbors. Appropriations.

Improving the gut[a] opposite Bath, Maine: Continuing improvement, seven thousand dollars. Harbors in States of: Maine.

Improving harbor at Belfast, Maine: Continuing operations, three thousand dollars.

Improving Richmond Island Harbor, Maine; Continuing operations, three thousand dollars.

For the completion of the improvement of Lubec Channel, Maine, twenty thousand dollars.

Improving harbor at Portsmouth, New Hampshire: Continuing improvement, twenty-five thousand dollars. New Hampshire.

Improving harbor at Burlington, Vermont: Continuing improvement, ten thousand dollars. Vermont.

Improving harbor at Swanton, Vermont: Continuing improvement, two thousand five hundred dollars.

Improving harbor at Plymouth, Massachusetts: Continuing operations, ten thousand dollars. Massachusetts.

Improving harbor at Provincetown, Massachusetts: Maintenance and annual repairs, five hundred dollars.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars. Connecticut.

Improving Nantucket Harbor, Massachusetts, fifty thousand dollars.

Improving harbor at Milford, Connecticut: Continuing improvement, five thousand dollars.

Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.

Improving harbor at Norwalk, Connecticut: Continuing improvement, five thousand dollars; and so much of said appropriation as shall be necessary therefor shall be so expended as to have the channel six feet deep at low water between the steamboat landing in said Norwalk and Long Island Sound.

Improving harbor of Southport, Connecticut: Continuing improvement, two thousand five hundred dollars.

Improving harbor at Buffalo, New York: Continuing improvement, ninety thousand dollars. New York.

Improving harbor at Charlotte, New York: Repair of piers, five thousand dollars.

Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars.

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[a] The Gut is a part of the Sasanoa (or Back) River.

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Improving Echo Harbor, New Rochelle, New York: Continuing improvement, three thousand dollars.

Improving harbor at Great Sodus Bay, New York: Continuing operations, three thousand dollars.

Improving harbor at Little Sodus Bay, New York: Continuing operations, twenty thousand dollars.

Oak Orchard Harbor.

Improving harbor at Oak Orchard, New York: Continuing operations, five hundred dollars.

Cathance River, Me.

Improving Cathance River, Maine, ten thousand dollars.

New York.

Improving harbor at Oswego, New York: Continuing improvement, ninety thousand dollars.

Improving harbor at Plattsburg, New York: For dredging, one thousand dollars.

Improving harbor at Port Jefferson, Long Island Sound, New York: Continuing operations, three thousand dollars.

Improving harbor at Pultneyville, New York: Continuing operations, three thousand dollars.

Erie Harbor, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, twenty-five thousand dollars.

Delaware pier.

Constructing pier in Delaware Bay, near Lewes, Delaware: Continuing operations, ten thousand dollars.

Piers of ice-harbor at New Castle, Delaware: Continuing operations, three thousand dollars.

Wilmington Harbor.

Improving harbor at Wilmington, Delaware: To dredge the bar and channel at the mouth of the Christiana River, and make such survey as may be necessary to determine the site of such works as may be necessary for the permanent improvement of said river: Continuing operations, ten thousand dollars.

Maryland.

Improving harbor at Baltimore, Maryland: Continuing operations, one hundred thousand dollars.

Improving Breton Bay, Leonardtown, Maryland: Continuing improvement, three thousand dollars.

Dist. Columbia.

Improving the harbors and channels at Washington and Georgetown, District of Columbia: Continuing the improvements, including the removal of rocks, forty thousand dollars.

Virginia.

Improving harbor at Norfolk, Virginia, and its approaches: Continuing improvement, fifty thousand dollars.

Improving harbor at Onancock, Virginia: Continuing improvement, five thousand dollars.

South Carolina.

Improving harbor at Charleston, South Carolina: Continuing improvement, one hundred and seventy thousand dollars.

Georgia.

Improving harbor at Savannah and Savannah River, Georgia: Continuing improvement, sixty-five thousand dollars.

Improving harbor at Brunswick, Georgia: Continuing improvement, ten thousand dollars.

Florida.

Improving harbor at Cedar Keys, Florida: Continuing improvement, fifteen thousand dollars.

Improving harbor at Pensacola, Florida: Continuing improvement, forty thousand dollars.

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Improving harbor at Mobile, Alabama: Continuing improvement, one hundred and twenty-five thousand dollars. **Alabama.**

Improving Mississippi River at and near Vicksburg, and protection of harbor at Vicksburg, Mississippi: Continuing improvement, twenty thousand dollars. **Mississippi River at Vicksburg.**

Improving harbor at New Orleans, Louisiana: Continuing improvement, seventy-five thousand dollars. **Louisiana.**

Improving outer bar, Galveston Harbor, Texas: Continuing operations, one hundred and seventy-five thousand dollars. **Texas.**

Improving harbor at Ashtabula, Ohio: Continuing operations, twenty thousand dollars. **Ohio.**

Improving harbor at Black River, Ohio: Continuing operations, one thousand dollars. **Black River (Lorain).**

Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred and twenty-five thousand dollars.

Improving harbor at Conneaut, Ohio: Continuing operations, six thousand dollars.

Improving harbor at Fairport, Ohio: Continuing operations, three thousand dollars.

Improving harbor at Huron, Ohio: Continuing operations, three thousand dollars.

Ice-harbor at mouth of Muskingum River, Ohio: Continuing operations fifty thousand dollars. **Ice harbor, Muskingum River.**

Improving harbor at Port Clinton, Ohio: Continuing operations, five thousand dollars.

Improving and surveying harbor at Sandusky City, Ohio: Continuing operations, twelve thousand five hundred dollars.

Improving harbor to the depth of sixteen feet at Toledo, Ohio: Continuing operations, thirty thousand dollars. **Toledo Harbor, Ohio.**

Improving harbor at Vermillion, Ohio: Continuing operations, two thousand dollars.

Improving outside harbor at Michigan City, Indiana: Continuing operations, forty thousand dollars; to be used and expended in improving the inner harbor, the additional sum of fifteen thousand dollars. **Indiana.**

Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars. **Illinois.**

Improving outside harbor at Chicago, Illinois: Continuing improvement, including commencement of construction of exterior breakwater, one hundred and forty-five thousand dollars.

Improving Galena River and Harbor, Illinois: Continuing improvement, twelve thousand dollars. **Galena River.**

Improving harbor and the Mississippi River at Memphis, Tennessee: Continuing improvement, fifteen thousand dollars. **Mississippi River at Memphis.**

Improving harbor and river at Au Sable, Michigan: Continuing operations, seven thousand dollars. **Michigan.**

Improving harbor at Black Lake, Michigan: Continuing operations, six thousand dollars. **Black Lake (Holland).**

Improving harbor at Charlevoix, Michigan: Continuing improvement, ten thousand dollars.

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Massachusetts.

Improving harbor at Boston, Massachusetts, seventy-five thousand dollars; of which sum thirty thousand dollars shall be expended in the said harbor; twenty-two thousand five hundred dollars at the mouth of Charles River in said harbor and up to Watertown; seventeen thousand five hundred dollars in said harbor at mouth of Mystic River, and five thousand dollars from said harbor to Nantasket Beach.

Michigan.

Improving harbor at Cheboygan, Michigan: Continuing operations, six thousand dollars.

Improving harbor at Grand Haven, Michigan: Continuing operations, fifty thousand dollars.

Sandbeach (Harbor Beach).

Harbor of refuge at Lake Huron: Continuing operations, seventy-five thousand dollars.

Improving harbor at Ludington, Michigan: Continuing operations, eight thousand dollars.

Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars.

Improving harbor at Marquette, Michigan: For repairs of existing work one thousand dollars.

Improving harbor at Monroe, Michigan: Continuing operations, two thousand dollars.

Improving Manistique Harbor, Michigan, five thousand dollars.

Improving harbor at Muskegon, Michigan: Continuing operations, seven thousand five hundred dollars.

Improving harbor at Ontonagon, Michigan: Continuing improvement, fifteen thousand dollars; of which sum two thousand dollars shall be expended in dredging.

Improving harbor at Pentwater, Michigan: Continuing operations, four thousand dollars.

Harbor of refuge at Portage Lake, Lake Michigan: Continuing operations, ten thousand dollars.

Improving river and harbor at Saint Joseph, Michigan, including channel leading up to Benton Harbor: Continuing operations, eight thousand dollars.

Improving harbor at Saugatuck, Michigan: Continuing improvement, five thousand dollars.

Improving harbor at South Haven, Michigan: Continuing improvement, five thousand dollars.

Improving harbor at White River, Michigan: Continuing operations, five thousand dollars.

Wisconsin.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, seven thousand dollars.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, six thousand dollars.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars.

Improving harbor at Manitowoc, Wisconsin: Continuing operations, seven thousand dollars.

Improving harbor at Menomonee, Wisconsin: Continuing improvement, ten thousand dollars.

Milwaukee Harbor.

Improving harbor at Milwaukee, Wisconsin: Continuing operations, ten thousand dollars.

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Improving harbor at Port Washington, Wisconsin: Continuing improvement, twenty thousand dollars.

Improving harbor at Racine, Wisconsin: Continuing operations, six thousand dollars.

Improving harbor at Sheboygan, Wisconsin: Repairs and dredging, seven thousand dollars.

Improving Superior Bay, Wisconsin: Dredging for improvement of natural entrance, and for repairing existing works, five thousand dollars.

Harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin: Continuing improvement, ten thousand dollars: *Provided*, That said sum shall not be expended until any private or corporate right which may exist to impose charges for the use of said harbor shall have been relinquished in manner satisfactory to the Secretary of War. *Proviso.*

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, twenty thousand dollars.

Improving Rush Chute and harbor of Burlington, Iowa: Continuing operations, five thousand dollars. **Iowa.**

Improving harbor at Muscatine, Iowa: Continuing the improvement, seven thousand five hundred dollars.

Improving harbor at Duluth, Minnesota: Continuing the improvement, twenty-five thousand dollars. **Minnesota.**

Improving harbor at Grand Marais, Minnesota: Continuing the improvement, ten thousand dollars.

Improving Kennebunk River, Maine: Continuing operations, two thousand dollars. **Rivers. Kennebunk.**

For improving Exeter River, in the State of New Hampshire, twenty thousand dollars. **Exeter.**

Improving Otter Creek, Vermont: Continuing improvement, two thousand dollars. **Otter Creek.**

Improving harbor at Newburyport, Massachusetts, fifty thousand dollars.

Improving Merrimac River, Massachusetts: Continuing operations, twelve thousand dollars. **Merrimac.**

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, sixty thousand dollars. **Providence.**

Improving Little Narragansett Bay, Rhode Island: Continuing improvement, five thousand dollars.

Improving Connecticut River, below Hartford, Connecticut: Continuing improvement, ten thousand dollars. **Connecticut.**

Improving Housatonic River, Connecticut: Continuing improvement, two thousand dollars. **Housatonic.**

Constructing breakwater at New Haven, Connecticut: Continuing operations, thirty thousand dollars.

Improving Thames River, Connecticut: Continuing improvement, twenty-five thousand dollars; of which sum, two thousand five hundred dollars shall be expended in the removal of rocks and sand from New London Harbor. **Thames.**

Removing obstructions in East River and Hell Gate, New York: Continuing improvement, two hundred thousand dollars. **East River and Hell Gate.**

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East Chester Creek. Improving East Chester Creek, New York: Continuing improvement, three thousand five hundred dollars.

Hudson. Improving Hudson River, New York: Continuing operations, twenty thousand dollars.

Cohansey Creek. Improving Cohansey Creek, New Jersey: Continuing improvement, four thousand five hundred dollars.

Elizabeth. Improving Elizabeth River, New Jersey: Continuing improvement, seven thousand five hundred dollars.

Manasquan. Improving Manisquan River, New Jersey: Continuing improvement, twenty thousand dollars.

Passaic. Improving Passaic River above Newark, New Jersey: Continuing improvement, two thousand dollars.

Rahway. Improving Rahway River, New Jersey: Continuing improvement, ten thousand dollars.

Salem. Improving Salem River, New Jersey: Continuing improvement, three thousand dollars.

Shrewsbury. Improving Shrewsbury River, New Jersey: Continuing improvement, thirty thousand dollars.

Woodbridge Creek. Improving Woodbridge Creek, New Jersey: Continuing improvement, five thousand dollars.

South. Improving South River, Middlesex County, New Jersey, forty thousand dollars.

Improving harbor at Frankfort, Michigan, five thousand dollars, to be expended in extending piers or dredging, at discretion of Secretary of War.

Allegheny. Improving navigation of Allegheny River from mouth of French Creek to Pittsburgh, Pennsylvania: Continuing operations, twenty thousand dollars.

Schuylkill. Improving Schuylkill River, Pennsylvania: Continuing improvement, forty thousand dollars.

Delaware. Improving Delaware River, below Bridesburg, Pennsylvania: Continuing improvement, eighty-five thousand dollars; of which sum forty thousand dollars shall be expended at or near Petty's Island, between said island and Philadelphia, and ten thousand dollars at or near Smith's Island, between Philadelphia and Camden, through the sand-spit.

Improving Delaware River, between Trenton, New Jersey, and Bridesburg, Pennsylvania: Continuing operations, ten thousand dollars.

Improving Delaware River at Schooner Ledge: Continuing improvement, forty thousand dollars.

Improving Delaware River, near Cherry Island Flats: Continuing improvement one hundred thousand dollars.

Mispillion Creek. Improving Mispillion Creek, Delaware: Continuing improvement, four thousand dollars.

Wicomico. Improving Wicomico River[a], Maryland, below Salisbury: Continuing operations, five thousand dollars.

Annapolis Harbor. Improving harbor at Annapolis, Maryland, five thousand dollars.

Potomac. Dredging a channel in the Potomac River, through the flats in front of Mount Vernon, Virginia: Continuing operations, three thousand dollars.

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[a] On the eastern shore.

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Improving Appomattox River, Virginia: Continuing improvement, twenty thousand dollars. **Appomattox.**

Improving Blackwater River, Virginia: Continuing operations, three thousand five hundred dollars. **Blackwater.**

Improving Chickahominy River, Virginia: Continuing operations, two thousand dollars. **Chickahominy.**

Improving James River, Virginia: Continuing improvement, seventy-five thousand dollars. **James.**

Improving New River, from mouth of Wilson, in Grayson County, Virginia, to mouth of Greenbrier River, twenty-four thousand dollars; of which sum twelve thousand dollars shall be expended in the continuation of the work from the mouth of Greenbrier, up; seven thousand dollars in the continuation of the work formerly prosecuted on the river in Wythe County, and five thousand dollars between the lead mines in Wythe County and the mouth of Wilson, in Grayson County. **New.**

Improving Raritan River, New Jersey, one hundred thousand dollars; of which sum seventy thousand dollars shall be expended in the removal of rocks at Whitehead's sand-dock, and thirty thousand dollars for dredging the shoals at the Middle Ground. **Raritan.**

Improving mouth of Nomoni Creek, Virginia: Continuing operations, five thousand dollars. **Nomini Creek.**

Improving North Landing River, Virginia and North Carolina: Continuing improvement, fifteen thousand dollars. **North Landing.**

Improving Rappahannock River, Virginia: Continuing improvement, twenty-five thousand dollars. **Rappahannock.**

Improving Staunton River, Virginia: Continuing improvement, seven thousand five hundred dollars. **Staunton.**

Improving Urbana Creek, Virginia: Continuing improvement, two thousand five hundred dollars. **Urbana Creek.**

Improving Great Kanawha River and operation of works, West Virginia: Continuing improvement, two hundred thousand dollars. **Kanawha.**

Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars. **Guyandot.**

Improving Cape Fear River, North Carolina: Continuing improvement, seventy thousand dollars. **Cape Fear.**

Continuing improvement of Currituck Sound, Coanjok Bay, and North River Bar, North Carolina: Continuing improvement, twenty-five thousand dollars. **Currituck Sound. North River bar.**

Improving French Broad River, North Carolina: Continuing improvement, three thousand dollars. **French Broad River.**

Improving Neuse River, North Carolina, from its mouth to the head of navigation: Continuing improvement, forty-five thousand dollars. **Neuse.**

Improving Pamlico and Tar Rivers, North Carolina: Continuing operations, nine thousand dollars. **Pamlico and Tar rivers.**

Improving Scuppernong River, North Carolina: Continuing improvement, one thousand dollars. **Scuppernong.**

Improving Trent River, North Carolina: Continuing improvement, ten thousand dollars. **Trent.**

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Chattahoochee. Improving Chattahoochee River, Georgia: Continuing improvement, twenty thousand dollars.

Coosa. Improving Coosa River, Georgia and Alabama: Continuing improvement, seventy-five thousand dollars.

Flint. Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum ten thousand dollars shall be expended below Albany, and ten thousand dollars between Albany and Montezuma.

Ocmulgee. Improving Ocmulgee River, Georgia: Continuing operations, seven thousand dollars.

Oconee. Improving Oconee River, Georgia: Continuing operations, one thousand five hundred dollars.

Oostenaula and Coosawattee. Improving Oostenaula and Coosawattee Rivers, Georgia: Continuing operations, two thousand dollars.

Apalachicola. Improving Apalachicola River, Florida: Continuing improvement, two thousand dollars.

Improving Apalachicola Bay, Florida, ten thousand dollars.

Choctawhatchee. Improving Choctawhatchee River, Florida and Alabama up to Newton: Continuing operations, seven thousand dollars.

Passage between Fernandina and St. Johns. Improving inside passage between Fernandina and Saint John's, Florida: Continuing improvement, at such point as may be selected by the chief engineer, and approved by the Secretary of War, seven thousand dollars.

Alabama. Improving Alabama River, Alabama: Continuing improvement, twenty-five thousand dollars.

Warrior and Tombigbee. Improving Warrior and Tombigbee Rivers, Alabama and Mississippi, forty-seven thousand dollars; of which sum twenty thousand dollars shall be expended on the Warrior, twelve thousand dollars on the Tombigbee between Columbus and Vienna, and fifteen thousand dollars on the Tombigbee below Vienna.

Improving Tombigbee River above Columbus, Mississippi: Continuing improvement, four thousand dollars.

Big Sunflower. Improving Big Sunflower River, Mississippi: Continuing improvement, eight thousand dollars.

Coldwater. Improving Coldwater River, Mississippi: Continuing improvement, four thousand dollars.

Pascagoula. Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars.

Pearl. Improving Pearl River, Mississippi, from Jackson to Carthage: Continuing improvement, seven thousand five hundred dollars.

Yazoo. Improving Yazoo River, Mississippi: Continuing improvement, twelve thousand dollars.

Bayou Lafourche. Improving Bayou La Fourche, Louisiana: Continuing improvement, five thousand dollars.

Red River. Removing obstructions from Red River, Louisiana: Continuing operations, including construction of snagboat, sixty thousand dollars.

Tones Bayou. Removing raft in Red River and closing Tone's Bayou, Louisiana: Continuing operations, twenty five thousand dollars.

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Improving Tallahatchee River, Mississippi: Continuing improvement, nine thousand dollars, of which sum four thousand dollars shall be expended below Coldwater and five thousand dollars between the mouth of Coldwater and Batesville. **Tallahatchie.**

Improving Aransas Pass and Bay, up to Rockport and Corpus Christi, Texas: Continuing improvement, sixty-five thousand dollars. **Aransas Pass and Bay.**

Improving Neches River, Texas: Continuing operations, five thousand dollars. **Neches.**

Improving Pass Cavallo Inlet into Matagorda Bay, Texas: Continuing improvement, fifty thousand dollars. **Pass Cavallo Inlet.**

Improving ship-channel, Galveston Bay: Continuing improvement, fifty thousand dollars. **Galveston Bay.**

Improving Sheepshead Bay, New York, three thousand dollars. **Sheepshead Bay.**

Improving Canarsie Bay, New York, ten thousand dollars. **Canarsie Bay.**

Improving Nottoway River, Virginia, five thousand dollars. **Nottoway River.**

Improving Rockland Harbor, Maine, twenty thousand dollars. **Rockland Harbor, Me.**

Improving Flushing Bay, New York, fifteen thousand dollars: *Provided*, That in the judgment of the engineer in charge this expenditure can be made without serious detriment to property interests on the Newtown side. **Flushing Bay.** ***Proviso.***

Improving Narrows of Sabine River, above Orange, Texas, and to deepen channel at its mouth: Continuing improvement, five thousand dollars. **Sabine River.**

Improving Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, fifty thousand dollars. **Sabine Pass.**

Improving Trinity River, Texas: Continuing operations, four thousand dollars. **Trinity.**

Improving Arkansas River between Fort Smith, Arkansas, and Wichita, Kansas: Continuing the improvement, fifteen thousand dollars. **Arkansas.**

Improving Fourche Le Fevre River, Arkansas: Continuing improvement, four thousand dollars. **Fourche Le Fevre.**

Improving L'Anguille River, Arkansas: Continuing improvement, two thousand dollars. **L'Anguille.**

Improving Ouachita River, Arkansas and Louisiana: Continuing improvement, eight thousand dollars. **Ouachita.**

Improving White and Saint Francis Rivers, Arkansas: Continuing improvement, twelve thousand dollars. **White and St. Francis.**

Improving Cumberland River, above Nashville, Tennessee, as follows: From Nashville to Kentucky line, fifteen thousand dollars; from Kentucky line to Smith's Shoals, ten thousand dollars; at Smith's Shoals, twenty thousand dollars. **Cumberland.**

Improving Cumberland River, below Nashville, Tennessee: Continuing improvement, twenty thousand dollars.

Improving Hiawassee River, Tennessee: Continuing operations, three thousand dollars. **Hiwassee.**

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Tennessee. Improving Tennessee River, above Chattanooga: Continuing the improvement, ten thousand dollars.

Improving Tennessee River, below Chattanooga, including Muscle Shoals, Duck River Shoal, and shoal at Reynoldsburg: Continuing operations, three hundred thousand dollars.

Big Sandy. Improving Big Sandy River, from Catlettsburg, Kentucky, to head of navigation, fifty-five thousand dollars; of which sum fifty thousand dollars shall be expended in the construction of works at Louisa, according to the recommendations of William E. Merrill, Major of Engineers, in his annual report, dated August twelfth, eighteen hundred and seventy-nine, and five thousand dollars in the further improvement of the upper river.

Kentucky. Improving Kentucky River from its mouth to Three Forks: Continuing operations, one hundred thousand dollars.

Ohio. Improving Ohio River: Continuing the improvement, two hundred and fifty thousand dollars; of which sum one hundred thousand dollars shall be expended on Davis Island Dam, and one hundred and fifty thousand dollars on the river from its mouth to its head: *Provided*, That ten thousand dollars of the last named sum may, in the discretion of the engineers, be expended on Indiana Chute: *And provided further*, That twenty-five thousand dollars of the sum for the improvement of the Ohio River shall be applied to continuing the improvement at Grand Chain on said river.

Proviso.

Proviso.

Wabash. Improving Wabash River, Indiana: Continuing improvement, twenty-five thousand dollars.

Sandusky. Improving Sandusky River, Ohio: Continuing improvement, ten thousand dollars.

White. Improving White River, Indiana, from Wabash River to Portersville, and to the falls on West Fork: Continuing operations, twenty thousand dollars.

Illinois. Improving Illinois River: Continuing improvement, one hundred and ten thousand dollars, of which sum one hundred thousand dollars shall be expended on locks and dams and ten thousand dollars for dredging.

Mississippi, Missouri, and Arkansas. Improving Mississippi, Missouri, and Arkansas Rivers: Removing snags, wrecks and other obstructions, two hundred thousand dollars; of which sum one hundred thousand dollars shall be expended on the Mississippi River, sixty-five thousand dollars on the Missouri, and thirty-five thousand dollars on the Arkansas.

Mississippi. Improving Mississippi River, between the mouths of the Illinois and Ohio Rivers: Continuing improvement, two hundred and fifty thousand dollars; of which sum twenty thousand dollars shall be expended at Kaskaskia Bend, and fifteen thousand dollars may be expended on the harbor at Alton.

Harbor at Alton.

Cuivre. Improving Cuivre River, from mouth to Chain of Rocks, and removing snags and obstructions, two thousand dollars.

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Improving Mississippi River, above the Falls of Saint Anthony: Continuing improvement, fifteen thousand dollars. Mississippi.

Improving Mississippi River, from Saint Paul to Des Moines Rapids: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That three thousand five hundred dollars of said sum may, in the discretion of the Chief of Engineers, be expended in closing the slough at the confluence of the Minnesota and Mississippi Rivers: *Provided further*, That three thousand dollars of the foregoing sum shall be used in dredging the western channel at or near Guttenberg, Iowa. *Proviso.* *Proviso.*

Improving Mississippi River, from Des Moines Rapids to mouth of Illinois River: Continuing improvement, one hundred thousand dollars.

Improving Mississippi River at Quincy, Illinois: Continuing improvement, twenty-five thousand dollars.

Removing bar in the Mississippi River, opposite Dubuque, Iowa: Continuing operations, seven thousand dollars.

Improving Rock Island Rapids, Mississippi River: Continuing improvement, eight thousand dollars.

Improving Des Moines Rapids: Continuing improvement, twenty thousand dollars.

Operating the canal at Des Moines Rapids: Continuing operations of the canal, thirty thousand dollars. Operating canal at Des Moines Rapids.

Annual expense of gauging the waters of the Mississippi River and its tributaries: Continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars. Annual expense of gauging the Mississippi. 1871, res. 40; 16 Stat., 598.

Improving Upper Mississippi River: Operating snag-boat, eight thousand dollars. Upper Mississippi and operating snag boat.

Improving the Osage River, Kansas and Missouri: Continuing the improvement, thirty thousand dollars. Osage River.

Improving Missouri River at Atchison, Kansas: Continuing operations, twenty thousand dollars. Missouri.

Improving Missouri River at Cedar City: Continuing improvement, fifteen thousand dollars.

Improving the Missouri River at Council Bluffs, Iowa, and at Omaha, Nebraska: Continuing operations, twenty thousand dollars.

Improving the Missouri River at Eastport, Iowa, and at Nebraska City, Nebraska: Continuing operations, fourteen thousand dollars.

Improving the Missouri River at Brownville, ten thousand dollars.

Improving the Missouri River at Plattsmouth, ten thousand dollars.

Improving Missouri River at or near Fort Leavenworth: Continuing improvement, eight thousand dollars.

Improving Missouri River at or near Glasgow: Continuing improvement, twenty thousand dollars.

Improving Missouri River at and near Kansas City: Continuing improvement, twenty-five thousand dollars;

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which sum may be expended on either side of the river, in the discretion of the engineer.

Improving Missouri River at and near Saint Joseph: Continuing operations, twenty thousand dollars.

Improving Missouri River at Sioux City, Iowa: Continuing operations, eight thousand dollars.

Improving Missouri River at Vermillion, Dakota: Continuing the improvement, ten thousand dollars.

Improving Missouri river, above mouth of the Yellowstone River: Continuing the improvement, twenty-five thousand dollars.

Detroit. Improving Detroit River, Michigan: Continuing operations, fifty thousand dollars.

Saginaw. Improving Saginaw River, Michigan: Continuing operations, fifteen thousand dollars; of which sum ten thousand dollars shall be expended for removal of bars at the lower end of the river and in deepening the channel from the mouth of the river out into the bay.

St. Clair flats. Improving Saint Clair Flats, Michigan: Repairs of canal, two thousand five hundred dollars.

Chippewa River. Improving the Chippewa River, Wisconsin: Continuing the improvement, ten thousand dollars; but this sum is appropriated subject to the same conditions and limitations imposed by section one of the act approved March third, eighteen hundred and seventy-nine, for the improvement of rivers and harbors, relating to said Chippewa River.

1879, c. 181; 20 Stat., 372.

Fox and Wisconsin Rivers. Improving Fox and Wisconsin Rivers, Wisconsin: Continuing improvement, one hundred and twenty-five thousand dollars; of which sum fifty thousand dollars shall be expended in continuing the improvement of the Wisconsin, and seventy-five thousand dollars for continuing the improvement of the Fox River; of which last sum three thousand dollars may, in the discretion of the engineers, be expended at the mouth of Fond du Lac.

Red River of the North. Improving Red River of the North, Minnesota and Dakota: Continuing improvement, twenty thousand dollars.

St. Anthonys Falls. Repairs and contingencies of public works at Saint Anthony's Falls, Minnesota: To meet repairs necessary, present and prospective, ten thousand dollars.

Upper Red River. Improving Upper Red River, Arkansas, from Fulton to the head of the raft: Continuing improvement, ten thousand dollars.

St. Croix. Improving Saint Croix River, below Taylor's Falls: Continuing improvement, ten thousand dollars, of which sum three hundred dollars, or so much thereof as in the opinion of the engineers in charge may be necessary, shall be expended in the improvement of the slough on the east side of said river, known as the canal between Four-Mile Island and the foot of the Saint Croix Boom.

Lower Clearwater. Improving Lower Clearwater River, Idaho: Continuing operations, five thousand dollars.

Cascades of Columbia. Constructing canal around Cascades of Columbia River: Continuing operations, one hundred thousand dollars.

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Improving Upper Columbia River, including Snake River: Continuing improvement, fifteen thousand dollars. Upper Columbia and Snake.

Improving Upper Willamette and Yamhill Rivers: Continuing improvement, twelve thousand dollars. Upper Willamette and Yamhill.

Improving Lower Williamette and Columbia Rivers, from Portland, Oregon, to the sea, including the bar at the mouth of the Columbia River: Continuing improvement forty-five thousand dollars. Lower Willamette and Columbia.

Improving Sacramento River, California: Continuing improvement, forty-five thousand dollars. Sacramento.

Improving harbor at Wilmington, California: Continuing improvement, thirty-five thousand dollars. Wilmington Harbor, Cal.

Examinations and surveys of South Pass of Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at the South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work, twenty thousand dollars. Surveys, South Pass, Mississippi River.

Improving the channel of Susquehanna River above and below Havre de Grace, and to complete the work at the Fishing Battery light-station near Spesutia Island, twenty-eight thousand dollars. Susquehanna.

Improving and operating Saint Mary's River and Saint Mary's Falls Canal, two hundred and fifty thousand dollars. St. Marys River and canal. And the Secretary of War is hereby authorized to accept on behalf of the United States from the State of Michigan the Saint Mary's Canal and the public works thereon: *Provided*, Such transfer shall be so made as to leave the United States free from any and all debts, claims, or liability of any character whatsoever, and said canal after such transfer shall be free for public use: *And provided further*, That after such transfer the Secretary of War be, and hereby is, authorized to draw from time to time his warrant on the Secretary of the Treasury to pay the actual expenses of operating and keeping said canal in repair. Acceptance of public works authorized. *Proviso.* *Proviso.*

Improving Butermilk Channel, New York, sixty thousand dollars. Buttermilk channel.

Improving Ashley River, South Carolina, one thousand dollars. Ashley River.

Improvement of Elk River, Maryland, ten thousand dollars. Elk.

Improving Cheesequake's Creek, New Jersey, twenty thousand dollars. Cheesequake Creek.

Improving Vermillion River, Louisiana, five thousand dollars. Vermilion.

Improving Bayou Terrebonne, Louisiana, ten thousand dollars. Bayou Terrebonne.

Improving Bayou Teche, from Saint Martinsville to Port Barre, Louisiana, six thousand dollars. Bayou Teche.

Improving Bayou Courtableau, from Port Barre to Atchefalaya, Louisiana, seven thousand five hundred dollars. Bayou Courtableau.

Improving Susquehanna River, Pennsylvania, from Richards' Island up, fifteen thousand dollars. Susquehanna.

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Grand Marais Harbor. Construction of harbor of refuge at Grand Marais, Michigan, ten thousand dollars.

Pearl River. Improving Pearl River below Jackson, Mississippi, thirty thousand dollars.

Yadkin. Improving Yadkin River, North Carolina, twenty thousand dollars; six thousand dollars of which may be expended for the removal of dams.

White. Improving White River above Buffalo Shoals, Arkansas, twenty thousand dollars.

St. Francis. Improving Saint Francis River between Wilkesburg and Lester Landing, Arkansas, five thousand dollars.

White. Improving White River between Jacksonport and Buffalo Shoals, Arkansas, five thousand dollars.

Passaic. Improving Passaic River, New Jersey, from Pennsylvania Railroad bridge to its mouth, thirty thousand dollars.

Arkansas. Improving Arkansas River at Pine Bluff, Arkansas, twenty-five thousand dollars.

Mississippi. Improving Mississippi River at Natchez and Vidalia, forty thousand dollars.

Skagit. Improving Skagit River, Washington Territory, two thousand five hundred dollars.

Amite. Improving Amite River, Louisiana, eight thousand dollars.

Newtown Creek. Improving Newtown Creek, New York, ten thousand dollars.

Pagan Creek. Improving Pagan Creek, Virginia, five thousand dollars.

Scituate Harbor. Improving Scituate Harbor, Massachusetts, seven thousand five hundred dollars.

Taunton River. Improving Taunton River, Massachusetts, seventeen thousand five hundred dollars.

Block Island Harbor. Improving Block Island Harbor, Rhode Island, six thousand dollars.

Stonington Harbor. Improving Stonington Harbor, Connecticut twenty-five thousand dollars.

Broadkill River. Improving Broadkiln River, Delaware, five thousand dollars.

Smyrna River. Improving the mouth of Duck Creek [Smyrna River], Delaware, five thousand dollars.

Broad Creek River. Improving Broad Creek [Broad Creek River] from its mouth to Laurel, Delaware, five thousand dollars.

Northeast River. Improving Northeast River, Maryland, five thousand five hundred dollars.

Tred Avon Creek. Improving Treadhaven [Tred Avon] Creek, Maryland, for three miles below Easton, three thousand dollars.

Choptank River. Improving Choptank River, between Denton and Greensboro, Maryland, five thousand dollars.

Warwick River. Improving Secretary Creek [Warwick River], Maryland, three thousand dollars.

Dan River. Improving Dan River, between Danville, Virginia, and Madison, North Carolina, ten thousand dollars.

Elk. Improving Elk River, West Virginia, five thousand dollars.

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Improving Escambia River, Florida and Alabama, eight thousand dollars. **Escambia.**

Improving Suwannee River, Florida, five thousand dollars. **Suwanee.**

Improving Tampa Bay, Florida, deepening the bar and channel from the bar to the town of Tampa, ten thousand dollars. **Tampa Bay.**

Improving Tangipahoa River, Louisiana, five thousand dollars. **Tangipahoa.**

Improving channel over bar at mouth of Brazos River, Texas, including a report upon the capacity of the harbor at the mouth of the Brazos and its adaptability as a harbor of refuge and naval station, forty thousand dollars. **Brazos.**

Improving Saline River[a], Arkansas, seven thousand five hundred dollars. **Saline River.**

Survey of Missouri River, from its mouth to Sioux City, Iowa, thirty thousand dollars, of which sum five thousand dollars may be used, in the discretion of the Secretary of War, in protecting the work done on said river at or near Sioux City, Iowa. **Missouri River, survey authorized.**

Improving Missouri River at Saint Charles, Missouri, twenty-five thousand dollars.

Improving Mississippi River at and above the city of Alexandria, Missouri, ten thousand dollars. **Mississippi River.**

Improving Caney Fork River, Tennessee, six thousand dollars. **Caney Fork River.**

Improving Obed's [Obey] River, Tennessee, four thousand dollars. **Obey River.**

Improving Monongahela River, West Virginia, at or near Laurel Run, according to plan recommended by engineer in charge, twenty-five thousand dollars. **Monongahela.**

Improving Little Kanawha River, West Virginia, building additional lock and dam, fifteen thousand dollars. **Little Kanawha.**

Improving Wilson Harbor, New York, ten thousand dollars. **Wilson Harbor.**

Improving Waddington Harbor, New York, three thousand dollars. **Waddington Harbor.**

Improving San Joaquin River, California, twenty thousand dollars. **San Joaquin River.**

Improving Mattaponi River, Virginia, two thousand five hundred dollars. **Mattaponi.**

Improving Petalumas Creek, California, eight thousand dollars. **Petaluma Creek.**

Improving Cowlitz River, Washington Territory, two thousand dollars. **Cowlitz.**

Improving Big Hatchie River, Tennessee, ten thousand dollars. **Hatchee.**

Improving Mississippi River at or near Cape Girardeau and Minton's Point, Missouri, twenty thousand dollars. **Mississippi.**

Improving Gasconade River Missouri, removing snags, five thousand dollars. **Gasconade.**

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[a] A tributary of Ouachita River.

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Black River. Improving Black River, Arkansas, fifteen thousand dollars.

Noxubee. Improving Noxubee River, Mississippi, twelve thousand dollars.

Mississippi. Improving Mississippi River at Hannibal, Missouri, twenty-five thousand dollars.

Winnepesaukee Lake. Improving and surveying Winnipiseogee [Winnepesaukee] Lake, New Hampshire, five thousand dollars.

Duck River. Improving Duck River, Tennessee, seven thousand dollars.

Waccamaw River. Improving Waccemaw River, South Carolina, from the mouth up to Waccemaw Lake, North Carolina, fifteen thousand dollars.

Great Pedee. Improving Great Pedee River, South Carolina, seven thousand dollars.

Totuskey River. Improving Totusky River, Virginia, two thousand five hundred dollars.

York. Improving York River at West Point, Virginia, ten thousand dollars.

Pamunkey. Improving Pamunkey River, Virginia, two thousand five hundred dollars.

French Broad. Improving French Broad River, Tennessee, between Knoxville and the mouth of Big Creek, ten thousand dollars.

Repairs of pier, Rocky River. For repair of pier in Rocky River, Ohio, four thousand dollars.

Ice harbor, St. Louis. *Proviso.* For ice-harbor at Saint Louis, Missouri, fifty thousand dollars: *Provided*, That no part of this sum shall be expended until a Board of Engineers shall have been convened and determined upon a plan for the construction of the work.

Rock Island Harbor. Improving harbor at Rock Island, Illinois, six thousand dollars.

Marcushook ice harbor. For ice-harbor at Marcus Hook, Pennsylvania, commencing enlargement of piers and dredging, thirty-five thousand dollars.

Shenandoah. Improving Shenandoah River, West Virginia, fifteen thousand dollars.

Connecticut. Improving Connecticut River, between Hartford and Holyoke, fifteen thousand dollars.

* * * * * *

Waukegan Harbor. *Proviso.* For harbor at Waukegan, Illinois, fifteen thousand dollars: *Provided*, That this sum shall not be expended until a Board of three engineers shall have been convened and selected the site, and until the same and a free right of way to all points of the harbor shall have been transferred or relinquished, free of cost to the United States.

Clinch River. Improving Clinch River, Tennessee, ten thousand dollars; of which sum six thousand dollars shall be expended above Haynes, in Clayburn County, and four thousand dollars below said point.

Oakland Harbor. Improving Oakland Harbor, California, sixty thousand dollars; and the sums of money heretofore appropriated for this improvement and unexpended are hereby reap-

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propriated, but the sums so appropriated and reappropriated shall not be available until the right of the United States to the bed of the estuary and training-walls of this work is secured, free of expense to the government, in a manner satisfactory to the Secretary of War. Reappropriation.

Improving Sullivan's Island for protection of Charleston Harbor, South Carolina, five thousand dollars. Sullivan Island.

Improving channel between Staten Island and New Jersey, at Elizabethport, twenty-nine thousand dollars. Staten Island-New Jersey channel.

Improving Missouri River at Lexington, Missouri, fifteen thousand dollars. Missouri River.

The Secretary of War is hereby authorized to assign an engineer from the Corps of Engineers of the United States to prepare a plan and advise with the local engineer in the expenditure of such sum as may be appropriated by the local authorities for the improvement of the harbor at Kewaunee, Wisconsin. Kewaunee Harbor.

Improving Volusia Bar, Florida, five thousand dollars; and the Secretary of War is hereby authorized to make such special contract for the prosecution of this work as may, in his judgment, best promote the interests of the government. Volusia bar.

The balance in hand, after payment of any existing liability, collected heretofore as tolls on the Louisville and Portland Canal, or which may hereafter be so collected prior to the passage of an act to make said canal free to the public, is hereby authorized to be expended for its improvement: *Provided*, Such expenditure shall not exceed sixty thousand dollars[a]. Louisville and Portland Canal, tolls. *Proviso.*

Improving Yellowstone River, Montana and Dakota, fifteen thousand dollars. Yellowstone.

Improving harbor at Brazos Santiago, Texas, twenty-five thousand dollars. Brazos Santiago Harbor.

For continuing the improvement of Sebewaing Harbor, Michigan, seven thousand dollars. Sebewaing Harbor.

For improvement of the entrance to Yaquina Bay, Oregon, forty thousand dollars. Yaquina Bay.

For improvement of the mouth of Coquille River, Oregon, ten thousand dollars. Coquille River.

Improving Savannah River, above Augusta, Georgia, sixteen thousand dollars. Savannah.

Improving the entrance to Cumberland Sound, between Amelia and Cumberland Islands, in the States of Florida and Georgia, according to the plans and estimates of General Gilmore, the chief engineer, reported to this Congress, thirty thousand dollars. Cumberland Sound.

Improving Saint John's River, Florida, by deepening the bar at the mouth thereof, according to the report of the Chief of Engineers made to the Secretary of War and reported to this Congress, one hundred and twenty-five thousand dollars. St. Johns River.

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[a] The amount expended under this item of the act was $30,255.36.

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Headwaters of Mississippi.

For the reservoirs at the headwaters of the Mississippi River, to be used in the construction of a dam at Lake Winnibigoshish, seventy-five thousand dollars: *Provided*, That all injuries occasioned to individuals by overflow of their lands shall be ascertained and determined by agreement or in accordance with the laws of Minnesota, and shall not exceed in the aggregate five thousand dollars.

Proviso.

General provisions.

Such parts of the money appropriated by this act for any particular improvement requiring locks and dams, as may be necessary in the prosecution of such improvement, may be expended in the purchase, voluntary or by condemnation, as the case may be, of necessary sites: *Provided*, That such expenditure shall be under the direction of the Secretary of War: *And provided further*, That if the owners of such lands shall refuse to sell them at reasonable prices, then the prices to be paid shall be determined and the title and jurisdiction procured in the manner prescribed by the laws of the State in which such lands or sites are situated.

Proviso.

Proviso.

It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements other than surveys, and estimates in carrying on the various works as far as can be, without detriment to the interest of the government by contract. Where such works can not be done by contract, without injury to the public interest, they may be prosecuted by hired labor. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secrtary of War shall require, conditioned for the faithful prosecution of the work according to such contract, and for the proper payment of all liabilities incurred in the prosecution thereof for labor and material; but this clause shall not be so construed as to prevent the continuance of work on the Great Kanawha by hired labor, unless the Secretary of War is satisfied that the public interest requires such change.

Contracts.

Hired labor.

Advertisement.

Performance and payment for material and labor to be secured.

Work on Kanawha excepted from paragraph.

Surveys, examinations, and estimates of cost of improvements proper to be made.

SEC. 2. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper, to be made at the following points, namely:

Tallapoosa River, from the junction of Coosa up to Tallassee, Alabama.

New Rochelle Harbor, Westchester County, New York, from City Island to the town of New Rochelle.

Bronx River, or West Farms tide-water creek, from its mouth in the city of New York.

Mattawan Creek, from Raritan Bay channel to Central Railroad bridge, head of navigation.

Malden River, Massachusetts.

For improving Richmond Harbor on the Kennebec River, Maine.

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Clinch River, in the counties of Hancock, Hawkins and Claiborne, Tennessee, and Scott and Russell Counties, Virginia.

Powell River, in the counties of Hancock and Claiborne, Tennessee, and Lee County, Virginia.

Holston River, in the counties of Sullivan, Hawkins, Grainger, and Hamblen, Tennessee, and Washington and Scott Counties, Virginia.

Ticonderoga River, New York.

Edistoe and Salkiehatchie Rivers, in South Carolina.

Georgetown Harbor, South Carolina.

Lynch's River, South Carolina.

Wateree River, from Camden, South Carolina, to its mouth.

Black River, from Kingstree, South Carolina, to its mouth.

Rancocas River, from the Delaware River to Pemberton, Burlington County, New Jersey.

Absecom [Absecon] Inlet, Atlantic County, New Jersey.

Bayou Bartholomew, Tensas River, and Bayou Macon, Louisiana.

Sandusky River, near Fremont, Ohio.

Chagrin River, Ohio.

Ice-harbor, Bellaire, Belmont County, Ohio.

Toledo Harbor, Ohio, for depth of sixteen feet.

Tallapoosa River, from the city of Montgomery to Tallassee.

Neabsco Creek, a tributary of the Potomac.

Maumee River, Ohio, from Perrysburg to the city of Toledo.

Mississippi River, at Saint Genevieve, Missouri.

Missouri River, at Boonville, Missouri.

Saint Francis River, from Greenville.

Youghiogheny River, to begin at its mouth at McKeesport, Allegheny County, Pennsylvania, and end at Connellsville, Fayette County, Pennsylvania.

Cape Fear River, North Carolina, between Wilmington and Fayetteville, with the view of ascertaining cost and practicability of clearing away logs and overgrowing trees and of dredging out such shoals as now interfere with commerce, itemizing cost of each separately.

Town Creek[a], North Carolina: To ascertain cost of taking out such shoals as interfere with ordinary river steamboat traffic.

For the reopening of the Santee Canal[b].

For the improvement of Wappoo Cut, South Carolina.

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[a] The report upon this item concerns the creek of this name in Brunswick County, emptying into Cape Fear River about 7½ miles below Wilmington.

[b] This canal is distinct either from the Mosquito Creek or the Estherville-Minim Creek Canal. It is located in Charleston County; was begun in 1793 and finished in 1800, under a charter granted in 1786 by the State legislature, and connects Santee River with the tidal headwaters of Cooper River.

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Calcasieu River, Bayous Plaquemine, Black, Grand Caillon [Caillou], Little Caillon [Caillou], Andre, Fusilier, Grand Lake[a], Little Lake, and Barataria Bay, from New Orleans to Grand Pass.

For Snake River in Minnesota.

The headwaters of the Savannah River, in connection with the headwaters of the Hiwassee and Tennessee Rivers, with a view of ascertaining if a summit level can be secured of the waters of these respective streams, so as to unite them by a canal; that is to say, to ascertain if the waters of the Hiwasee and Tennessee Rivers can be united with the waters of the Savannah River by means of a canal.

The Savannah River, from Savannah to Augusta, Georgia.

The Altamaha River, Georgia.

The Canoochee River, Georgia.

Romney [Romerly] Marsh, near Doboy, and the mouth of Jekyl Creek.

Niagara River, at the mouth of Tonawanda Creek, New York.

At Port Day, above the Falls of Niagara, New York.

Shark River, New Jersey.

Perth and South Amboy to main ship-channel off Great Kills, Raritan Bay.

Improving the bayou[b] south of Milwaukee Harbor for additional purposes of a harbor of refuge at Milwaukee; also, Milwaukee Bay.

Finhollaway River, Florida.

Aucilla and Wacissa, Florida.

Chipola River, Florida.

Ocolockonnee River, Florida.

Holmes Creek, Florida.

Potomac River at the mouth of Pohick Creek.

The bars at the entrance of Annapolis Harbor, with a view to ascertain the character of jetties necessary to render the proposed improvement permanent.

For Hempstead Harbor in the State of New York.

Sumpawaums [Sumpawanus] Inlet, Long Island, New York.

For water-way connecting Jamaica Bay with Cornell's Landing in the State of New York.

Saint Francis River, from Greenville, Missouri, to the Cairo, Arkansas and Texas Railroad.

Currant River, from Van Buren, Missouri, to its mouth in Arkansas.

Chicago River, from its mouth to the junction of the North and South Branches.

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[a] This lake forms part of the Atchafalaya River on its way to the Gulf.

[b] Refers to the channel of Milwaukee River extending to the old river mouth and forming a part of the inner harbor.

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Grand River below Grand Rapids, Michigan.
Swan Creek, Lake Saint Clair, Michigan.
South Fork of the Cumberland River, Kentucky.
Red River from Port Royal, Montgomery County, Tennessee, to its mouth.
Mouth of Narraguagus River at Milbridge, Maine.
Cahaba River, Alabama, from its mouth, in Dallas County, to the northern line of Bibb County.
Empire Bay, Lelanawau County, Michigan.
Mississippi River, at Andalusia, Illinois.
Missouri River, at Yankton, Dakota.
Upper Red River of the North, between Fargo, Dakota, and Breckinridge, Minnesota.
Atchafalaya River, Louisiana, from Berwick's Bay to mouth of Red River.
Ice-harbor at the head of Delaware Bay, near Morris Liston's on Reedy's Island.
Delaware River, survey of.
Tradewater River, Kentucky.
Harbor at Grand Gulf, Mississippi.
Ogdensburg Harbor, New York.
Maramec River, Missouri, from the mouth to the point opposite Maramec Iron Works, Missouri.
Mississippi River, at Louisiana, Missouri.
Obion River, Tennessee.
South Forked Deer River, Tennessee.
North Forked Deer River, Tennessee.
That part of the North Branch of the Chicago River lying in the town of Lake View.
Bogue Chitto River, Louisiana, from its mouth to Franklinton.
Bogue Falia, Louisiana, from its mouth to twenty-five miles above Covington.
West Pearl River.
Pass Manchac and Bayou Manchac, Louisiana, from its mouth to the Mississippi River.
Mississippi River, at Sauk Rapids, near the city of Saint Cloud, Minnesota.
Grand River, below Grand Rapids, Michigan.
Gowanus Bay, New York.
Grass River, at Massena, Saint Lawrence County, New York.
Missouri River, from Tuque Creek to one mile west of Charette Creek, Warren County, Missouri.
Cache River, Arkansas, a tributary of White River.
The Bay, a tributary of Saint Francis River, Arkansas.
Mouth of Grand River and Missouri River, at Brunswick, with reference to boat landing at Brunswick, Missouri.
Buffalo Bayou, Texas, from Simm's Bayou, to the mouth of White Oak Bayou at Houston. Return estimates of the cost of a channel twelve feet deep and one hundred feet wide, also a channel twelve feet deep and one hundred and fifty feet wide.

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Mouth of Currioman Bay, Virginia.

East Bay and Blackwater River, Florida.

The Ohio River, at the head of Hurricane Island and Elizabethtown, Illinois.

Chester and Ridley Creeks, near their outlets into the Delaware River, Pennsylvania.

Saint Mary's River, from the town of Saint Mary's to its mouth, Ohio.

Minnesota River, near the village of Belle Plain, with a view to prevent the breaking away of the banks of the narrow neck of land opposite said village and injury to the navigation of said river, in Minnesota.

The Nomoni River, from the ferry across the same to the head of tide-water.

The Appoquinimink Creek, Delaware.

Patchogue River, New York.

For opening channel between Lloyd's Harbor and Cold Spring Bay, New York.

Stillaquamish River, Nooksack River, and Snohomish River, in Washington Territory.

Wareham Harbor, Massachusetts.

Red Bank Creek, Pennsylvania, from its mouth on the Allegheny River, to Brookville.

Saint Jones Creek, in Kent County, Delaware, and Little Creek, in Kent County, Delaware.

Clinton River and Lake Saint Clair, at the mouth of Clinton River, Michigan.

For the construction of two ice-breakers in the Ohio River, near the West Virginia shore, and below the railroad bridge crossing said river at Parkersburg.

Ice-harbor at Point Pleasant, West Virginia.

Christiana River, Delaware, from the Delaware Railroad bridge, to the mouth of the river, with an estimate of the cost of procuring a mean depth of fifteen feet in the channel thereof.

For the opening of a ship-canal across the Charleston Neck, South Carolina.

Chester River, between Kirby's Landing and Spry's Landing, Maryland.

Water-passage[a] between Deal's Island and Little Deal's Island, Maryland.

Bœuf River, North Louisiana.

Potowomut River, Rhode Island.

For a harbor on Lake Michigan, at Kewaunee, Wisconsin.

For the opening of steamboat communication from the Saint John's River, Florida, by way of Topokalija[b] Lake, to Charlotte Harbor or Pease Creek.

The Missouri River at Niobrara, Nebraska.

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[a] Known as the Lower Thoroughfare.

[b] Spelled also Tohopekaliga.

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Pocosson[a] and Lillington Rivers, and Beaufort Harbor, North Carolina.

Débris from mines.

The Secretary of War is hereby directed to cause to be made such examination and surveys as may be necessary to devise a system of works to prevent the further injury to the navigable waters of California from the débris from the mines, and the estimates of the cost of such works, and report the result of such examinations, surveys, and estimates of cost of proposed works made in pursuance hereof to Congress at its next session.

Humboldt Bay, Cal.

The Secretary of War is hereby directed to cause an examination to be made to determine the work necessary to be done, and the cost of the same, to improve the channels inside the bar of Humboldt Bay, California.

Ship canals.

That for the purpose of making a survey to ascertain the practicability and cost of construction of a ship-canal from Lake Erie, by the Maumee and Wabash Valleys, in the bed of the old Wabash and Erie Canal, or with any variation therefrom that may prove feasible, to the navigable waters of the Wabash River; also for a survey and estimate of cost of a similar canal from Junction City, on the Wabash and Erie Canal, to the Ohio River, by way of the Miami and Erie Canal, or any variation in route to produce the most practical and least expensive ship-canal from Lake Erie to the navigable waters of the Ohio River by the above routes, the estimates in each case to be for a water channel and locks of the same size and capacity as those of the present enlarged Erie Canal in New York.

Sinslaw [Siuslaw] Bay, Oregon.

Of the sum of one hundred and fifty thousand dollars herein appropriated for surveys and examinations, the sum of fifteen thousand dollars may be expended in the completion of the survey of the reservoir system on the headwaters of the Mississippi River, including Rock River, in Wisconsin and Illinois.

Appropriation for surveys, etc.

SEC. 3. That for the examinations and surveys herein provided for, and for incidental repairs of harbors, for which there is no special appropriation, the sum of one hundred and fifty thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated; and in every case where examinations or surveys are made, the report thereon shall embrace such information concerning the commercial importance, present and prospective, of the improvement contemplated thereby, and such general commercial statistics, as the Secretary of War may be able to procure.

Navigation obstructed by sunken vessels or water craft

SEC. 4. Whenever hereafter the navigation of any river, lake, harbor, or bay, or other navigable water of the United States, shall be obstructed or endangered by any sunken vessel or water-craft, it shall be the duty of the

[a] This refers to Contentnia Creek, the use of the designation "Pocosson" being a clerical error, and having reference to Moccason (or Moccasin) River, the former name of this creek. (See Annual Report of the Chief of Engineers for 1881, p. 1010, Part 1.)

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Vol 22, p. 208.
Post, p. 383.
Vol. 26, p. 454.
Post, p. 583.
Vol. 30, pp. 1152, 1154.
Post, pp. 889, 891.

Notice given to persons interested to remove same.

Removal.

Sunken vessels, cargoes, and all property removed by the Government to be sold and proceeds deposited in Treasury to credit of fund for removal of obstructions.

Appropriation.

Secretary of War, upon satisfactory information thereof, to cause reasonable notice, of not less than thirty days, to be given personally or by publication, at least once a week in the newspaper published nearest the locality of such sunken vessel or craft, to all persons interested in such vessel or craft, or in the cargo thereof, of the purpose of said Secretary, unless such vessel or craft shall be removed as soon thereafter as practicable by the parties interested therein, to cause the same to be removed. If such sunken vessel or craft and cargo shall not be removed by the parties interested therein as soon as practicable after the date of the giving of such notice by publication, or after such personal service of notice, as the case may be, such sunken vessel or craft shall be treated as abandoned and derelict, and the Secretary of War shall proceed to remove the same. Such sunken vessel or craft and cargo and all property therein when so removed shall, after reasonable notice of the time and place of sale, be sold to the highest bidder or bidders for cash, and the proceeds of such sales shall be deposited in the Treasury of the United States to the credit of a fund for the removal of such obstructions to navigation, under the direction of the Secretary of War, and to be paid out for that purpose on his requisition therefor. The provisions of this act shall apply to all such wrecks whether removed under this act or under any other act of Congress. Such sum of money as may be necessary to execute this section of this act is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, to be paid out on the requisition of the Secretary of War[a].

Approved, June 14, 1880.

June 16, 1880.
Vol. 21, p. 238.

CHAP. 234.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty, and for prior years, and for those certified as due by the accounting-officers of the Treasury in accordance with section four of the Act of June fourteenth, eighteen hundred and seventy-eight, heretofore paid from permanent appropriations, and for other purposes.

Deficiency appropriations, 1880 and prior years.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter stated, namely:

* * * * *

J. Volney Sweeting, S. R. Rood, J. C. Thompson, Eli Stilson, James H. Foster, David M. Green, Miles T. Alverson.
1875, c. 166, 18 Stat., 506.

For payment of J. Volney Sweeting, S. R. Rood, and J. C. Thompson, eight hundred and ten dollars each, Eli Stilson, James H. Foster, and David M. Green, seven hundred and ten dollars each, and Miles T. Alverson, four hundred and fifty dollars; in all, five thousand and

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[a] This section is amended by the river and harbor acts of August 2, 1882, September 19, 1890 (sec. 8), and March 3, 1899 (secs. 15, 19, and 20).

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ten dollars, for services rendered by them as commissioners appointed pursuant to an act of Congress approved March third, eighteen hundred and seventy-five, to appraise damages to lands in the State of Wisconsin, caused by the improvement of the Fox and Wisconsin Rivers.

Commissioners.

* * * * *

Approved, June 16, 1880.

CHAP. 235.—An Act Making appropriations for the sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-one, and for other purposes.

June 16, 1880. Vol. 21, p. 259.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and eighty-one, namely:

Appropriations. Sundry civil expenses.

* * * * *

Mississippi River Commission: For surveys and examinations and the necessary salaries and other expenses of the Mississippi River Commission, one hundred and fifty thousand dollars.

Mississippi River Commission.

* * * * *

Approved, June 16, 1880.

CHAP. 238.—An Act To authorize the Mississippi River Logging Company to construct and operate sheer-booms at or near Straight Slough.

June 16, 1880. Vol 21, p. 282.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Mississippi River Logging Company, a corporation organized under the laws of the State of Iowa, to construct and operate in conformity with plans to be approved by the Secretary of War sheer-booms in the Mississippi River, at or above the head of Rollingstone Slough and below the mouth of the Chippewa River, for the purpose of sheering logs that may escape and float out of the Chippewa River and into the Mississippi River from the main channel of said river into Rollingstone or Straight Slough: *Provided*, That said sheer-booms shall not be constructed until the plans and location of the same are submitted to the Secretary of War and receive his approval or so constructed as to interfere with or obstruct navigation: *And provided further*, That if, after said sheer-booms are so constructed, in the opinion of the Secretary of War they interfere with or obstruct navigation, he may order them removed or modified, and the said Mississippi River Logging Company shall be required to remove the same without cost to the United States.

Mississippi River Logging Company authorized to construct and operate sheer booms in Mississippi River.

Proviso.

Proviso.

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Piers and booms.

SEC. 2. That the said Mississippi River Logging Company are hereby authorized to construct, in Rollingstone or Straight Slough, such piers and booms as they shall deem necessary for the purpose of securing, holding, sluicing, and rafting logs that may float into said slough.

Right of repeal and amendment reserved.

SEC. 3. That this act may be altered, amended, or repealed at any time; and in case of such alteration, amendment, or repeal, it is expressly provided that the United States shall not be liable for any damages that may be sustained by reason thereof.

Approved, June 16, 1880.

Jan. 13, 1881. Vol. 21, p. 602.

CHAP. 20.—An Act For the relief of the legal representative of Henry M. Shreve, deceased.

Henry M. Shreve, deceased, payment to legal representatives of.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury pay to the legal representatives of Henry M. Shreve, deceased, the sum of fifty thousand dollars as a full compensation for, and in satisfaction of, all claims for the invention of the steam snagboat, and for the use of the same, past, present, and future, and for any and all rights that the said Shreve may have acquired under the patent granted to him for the invention of the steam snagboat.

Approved, January 13, 1881.

Mar. 3, 1881. Vol. 21, p. 435.

CHAP. 133.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, and for other purposes.

Appropriations. Sundry civil expenses.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, namely:

* * * * *

Mississippi River Commission.

Mississippi River Commission: For salaries and traveling expenses of Commission, office expenses, and reduction of work; for continuation of surveys and gaugings of Mississippi River and its tributaries; for permanent gauge-stations and borings; for publication of maps and results, one hundred and fifty thousand dollars.

* * * * *

Surveys of Maryland and Delaware peninsula.

For the expenses of the surveys to be made across the peninsula of Maryland and Delaware to connect by canal the waters of the Delaware and Chesapeake Bays, under the direction of the Secretary of War, ten thousand dollars.

* * * * *

Approved, March 3, 1881.

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CHAP. 136.—An Act Making appropriations for the construction, completion, repair, and preservation of certain works on rivers and harbors, and for other purposes. Mar. 3, 1881. Vol. 21, p. 468.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named: Appropriations. Rivers and harbors.

Improving Richmond Island Harbor, Maine: Completing improvement three thousand dollars. Richmond Island Harbor.

Improving harbor at Portsmouth, New Hampshire, twenty thousand dollars. Portsmouth Harbor.

Improving harbor at Burlington, Vermont, ten thousand dollars. Burlington Harbor.

Improving harbor at Swanton, Vermont, two thousand five hundred dollars. Swanton Harbor.

Improving harbor at Hyannis, Massachusetts: Completing improvement, five thousand dollars. Hyannis Harbor.

Improving harbor at Newburyport, Massachusetts, forty thousand dollars. Newburyport Harbor.

Improving harbor at Nantucket, Massachusetts, twenty-five thousand dollars. Nantucket Harbor.

Improving harbor at Plymouth, Massachusetts, ten thousand dollars. Plymouth Harbor.

Improving harbor at Provincetown, Massachusetts, five thousand dollars. Provincetown Harbor.

Improving Little Narragansett Bay, Rhode Island, five thousand dollars. Little Narragansett Bay.

Improving harbor at Bridgeport, Connecticut, ten thousand dollars. Bridgeport Harbor.

Improving harbor at New Haven, Connecticut, fifteen thousand dollars. New Haven Harbor.

Breakwater at New Haven, Connecticut, sixty thousand dollars. New Haven breakwater.

Improving harbor at Norwalk, Connecticut, five thousand dollars. Norwalk Harbor.

Improving harbor at Southport, Connecticut, two thousand five hundred dollars. Southport Harbor.

Improving harbor at Boston, Massachusetts, one hundred thousand dollars; of which sum forty thousand dollars shall be expended in said harbor, thirty-five thousand dollars at the mouth of Charles River in said harbor and up to Watertown, twenty thousand dollars in said harbor at mouth of Mystic River, and five thousand dollars from said harbor to Nantasket Beach. Boston Harbor, etc.

Improving Oakland Harbor, California, sixty thousand dollars; and the sums of money heretofore appropriated for this improvement and unexpended are hereby reappropriated; but the sums so appropriated and reappropriated shall not be available until the right of the United States to the bed of the estuary and training walls Oakland Harbor.

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of this work is secured, free of expense to the Government, in a manner satisfactory to the Secretary of War.

Raritan River.

Improving Raritan River, New Jersey, twenty-five thousand dollars; of which sum twenty thousand dollars shall be expended on rocks at Whitehead Sand Dock, and five thousand dollars at South Channel, between Crab Island and South Amboy.

Stonington Harbor.

Improving harbor at Stonington, Connecticut, thirty thousand dollars.

Buffalo Harbor.

Improving harbor at Buffalo, New York, ninety thousand dollars.

Charlotte Harbor.

Improving harbor at Charlotte, New York: Repair of piers, two thousand five hundred dollars.

Echo Harbor.

Improving Echo Harbor, New Rochelle, New York, three thousand dollars.

Flushing Bay.

Improving Flushing Bay, New York, ten thousand dollars.

Great Sodus Bay Harbor.

Improving harbor at Great Sodus Bay, New York, five thousand dollars.

Little Sodus Bay Harbor.

Improving harbor at Little Sodus Bay, New York, twenty thousand dollars.

Olcott Harbor.

Improving harbor at Olcott, New York, three thousand dollars.

Gowanus Bay.

Deepening and widening the channel in Gowanus Bay and the Harbor of New York, forty thousand dollars.

Port Jefferson Harbor.

Improving harbor at Port Jefferson, Long Island Sound, New York, four thousand dollars.

New Rochelle Harbor.

Improving harbor of New Rochelle, New York, twenty thousand dollars.

Harbor at Pultneyville.

Improving harbor at Pultneyville, New York, two thousand dollars.

Wilson Harbor.

Improving harbor at Wilson, New York, ten thousand dollars.

Waddington Harbor.

Improving harbor at Waddington, New York, two thousand five hundred dollars.

Ticonderoga River.

Improving Ticonderoga River, New York, five thousand dollars.

Erie Harbor.

Improving harbor at Erie, Pennsylvania, twenty thousand dollars.

Marcushook ice harbor.

Ice-harbor at Marcus Hook, Pennsylvania, thirty thousand dollars.

Pier, Delaware Bay.

Pier in Delaware Bay, near Lewes, Delaware, ten thousand dollars.

Piers, ice harbor, Newcastle.

Piers of ice-harbor at New Castle, Delaware: Completing improvement, twenty thousand dollars.

Annapolis Harbor.

Improving harbor at Annapolis, Maryland, five thousand dollars.

Breton Bay.

Improving Breton Bay, Leonardtown, Maryland, three thousand dollars.

Washington and Georgetown harbors and channels.

Improving the harbors and channels at Washington and Georgetown, District of Columbia, fifty thousand dollars.

Norfolk Harbor.

Improving harbor at Norfolk, Virginia, and its approaches, seventy-five thousand dollars.

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For enlargement and improvement, according to the plan and recommendation of the Engineer Department, of harbor facilities at Oswego, New York, including dredging entrance to harbor, fifty thousand dollars. Oswego Harbor.

Improving Shrewsbury River, New Jersey: Completing improvement, eighty-six thousand dollars; of which sum thirty-six thousand dollars shall be expended on South Branch, and fifty thousand on Main and North Branch. Shrewsbury River.

Improving New River from lead mines in Wythe County, Virginia, to mouth of Greenbrier River, twenty-four thousand dollars; of which sum fifteen thousand dollars shall be expended in the continuation of the work from the mouth of Greenbrier up, and nine thousand dollars in the continuation of the work from the lead mines in Wythe County down. New River.

Improving harbor at Charleston, South Carolina, one hundred and seventy-five thousand dollars. Charleston Harbor.

Improving harbor at Brunswick, Georgia, five thousand dollars. Brunswick Harbor.

Improving Savannah Harbor and River, Georgia, sixty-five thousand dollars; of which sum one thousand dollars may be applied to payment of damages for land taken for widening the channel opposite Savannah. Savannah Harbor and River.

Improving Apalachicola Bay, Florida, ten thousand dollars. Apalachicola Bay.

Improving Tampa Bay, Florida: Completing the deepening of the bar and channel from the bar to the town of Tampa, ten thousand dollars. Tampa Bay.

Improving harbor at Mobile, Alabama, one hundred thousand dollars. Mobile Harbor.

Improving Mississippi River at and near Vicksburgh, and protection of harbor of Vicksburgh, Mississippi, seventy-five thousand dollars. Mississippi River and Vicksburg Harbor.

Improving harbor at New Orleans, Louisiana, seventy-five thousand dollars. New Orleans Harbor.

Improving Galveston Harbor, Texas: Continuing operations at outer bar, two hundred and fifty thousand dollars. Galveston Harbor.

Improving harbor at Ashtabula, Ohio: To secure a sixteen-foot channel, twenty thousand dollars. Ashtabula Harbor.

Improving harbor at Black River, Ohio, seven thousand dollars. Black River (Lorain).

Improving harbor at Cleveland, Ohio, two hundred thousand dollars. Cleveland Harbor.

Improving harbor at Fairport, Ohio, ten thousand dollars. Fairport Harbor.

Improving harbor at Huron, Ohio, three thousand dollars. Huron Harbor.

Ice-harbor at mouth of Muskingum River, Ohio, thirty thousand dollars. Ice harbor, Muskingum River.

Improving harbor at Port Clinton, Ohio, five thousand dollars. Port Clinton.

Improving harbor at Sandusky City, Ohio, ten thousand dollars. Sandusky.

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Toledo. Improving harbor at Toledo, Ohio, forty thousand dollars.

Vermillion. Improving harbor at Vermillion, Ohio, two thousand dollars.

Michigan City. Improving harbor at Michigan City, Indiana: Continuing operations at outside harbor, twenty thousand dollars; for continuing improvements on the inner harbor, twenty-five thousand dollars.

Calumet. Improving harbor at Calumet, Illinois, thirty thousand dollars.

Chicago. Improving outside harbor at Chicago, Illinois: Dredging in outer harbor and constructing exterior breakwater, one hundred and fifty thousand dollars.

Galena River and Harbor. Improving Galena River and Harbor, Illinois, twelve thousand dollars.

Rock Island Harbor. Improving harbor at Rock Island, Illinois, six thousand dollars.

Monongahela River. Improving Monongahela River, West Virginia and Pennsylvania, twenty-five thousand dollars; but this sum shall not be expended until the Monongahela Navigation Company shall have undertaken in good faith the building of lock and dam number seven, at Jacob's Creek, and until said company shall, in manner satisfactory to the Secretary of War, give assurance of their ability and purpose to complete the same.

Shenandoah River. Improving Shenandoah River, West Virginia, two thousand five hundred dollars; but this sum shall not be expended, nor shall the sum heretofore appropriated therefor be expended, until any corporate rights or franchies [*sic*] that may exist over said river shall have been relinquished to the United States to the satisfaction of the Secretary of War.

Waukegan Harbor. Improving harbor at Waukegan, Illinois, fifteen thousand dollars.

Ice harbor, St. Louis. Ice-harbor at Saint Louis, Missouri, ten thousand dollars.

Memphis Harbor. Improving harbor and the Mississippi River at Memphis, Tennessee, fifteen thousand dollars.

Au Sable Harbor. Improving harbor and river at Au Sable, Michigan, six thousand dollars.

Charlevoix Harbor. Improving harbor at Charlevoix, Michigan, ten thousand dollars.

Cheboygan Harbor. Improving harbor at Cheboygan, Michigan, six thousand dollars.

Frankfort Harbor. Improving harbor at Frankfort, Michigan, ten thousand dollars.

Grand Haven. Improving harbor at Grand Haven, Michigan, fifty thousand dollars.

Black Lake (Holland). Improving harbor at Black Lake, Michigan: Continuing operations for completion of old project, six thousand dollars.

Harbor of refuge at Grand Marais. Harbor of refuge at Grand Marais, Michigan, twenty thousand dollars.

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Harbor of refuge at Lake Huron, Michigan, fifty thousand dollars. **Sandbeach (Harbor Beach).**

Improving harbor at Ludington, Michigan, ten thousand dollars. **Ludington.**

Improving harbor at Manistee, Michigan, ten thousand dollars. **Manistee.**

Improving Manistique Harbor, Michigan: Completing improvement, one thousand dollars. **Manistique.**

Improving harbor at Monroe, Michigan, one thousand dollars. **Monroe.**

Improving harbor at Muskegon, Michigan, twenty thousand dollars. **Muskegon.**

Improving harbor at Ontonagon, Michigan, twenty thousand dollars. **Ontonagon.**

Improving harbor at Pentwater, Michigan, ten thousand dollars. **Pentwater.**

Harbor of refuge at Portage Lake, Michigan, ten thousand dollars. **Harbor of refuge, Portage Lake.**

Improving river and harbor at Saint Joseph, and water-channel leading up to Benton Harbor, Michigan, ten thousand dollars. **St. Joseph Harbor and River.**

Improving harbor at Saugatuck, Michigan, five thousand dollars. **Saugatuck Harbor.**

Improving harbor at South Haven, Michigan, five thousand dollars. **South Haven Harbor.**

Improving harbor at White River, Michigan, seven thousand five hundred dollars. **White River Harbor.**

Improving Grand River from its mouth to the city of Grand Rapids, Michigan, ten thousand dollars. **Grand River.**

Continuing improvement of Clinton River, Michigan, eight thousand dollars. **Clinton River.**

Removing bar at ice-harbor of refuge at Belle River, Michigan, seven thousand dollars. **Ice harbor refuge, Belle River, removing bar.**

Improving harbor at Ahnapee, Wisconsin, eight thousand dollars. **Ahnapee Harbor.**

Improving harbor at Green Bay, Wisconsin, five thousand dollars. **Green Bay Harbor.**

Improving harbor at Kenosha, Wisconsin, five thousand dollars. **Kenosha Harbor.**

Improving Ohio River, three hundred and fifty thousand dollars; of which sum one hundred and fifty thousand dollars may, in the discretion of the engineers, be expended on Davis Island Dam, and two hundred thousand dollars on the river from its mouth to its head: *Provided*, That fifty thousand dollars of the last-named sum may, in the discretion of the engineers, be expended on Indiana Chute; and fifty thousand dollars of the last-named sum, or so much thereof as shall be necessary, shall be applied to the completion of the work on Grand Chain. **Ohio River, Davis Island dam.** ***Proviso.*** **Indiana Chute.** **Grand Chain.**

Improving harbor at Manitowoc, Wisconsin, four thousand dollars. **Manitowoc.**

Improving harbor at Menomonee, Wisconsin, twelve thousand dollars. **Menominee.**

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Milwaukee. Improving harbor at Milwaukee, Wisconsin: Extension and repairs of piers and dredging, eight thousand dollars.

Port Washington. Improving harbor at Port Washington, Wisconsin, seventeen thousand dollars.

Racine. Improving harbor at Racine, Wisconsin, six thousand dollars.

Sheboygan. Improving harbor at Sheboygan, Wisconsin: Repairs, dredging, and extension of piers, twenty-five thousand dollars.

Superior Bay. Improving Superior Bay, Wisconsin: Dredging for improvement of natural entrance and for repairing existing works, ten thousand dollars.

Sturgeon Bay Canal, harbor of refuge. Harbor of refuge at Sturgeon Bay Canal, Wisconsin, ten thousand dollars.

Two Rivers Harbor. Improving harbor at Two Rivers, Wisconsin, fifteen thousand dollars.

Oconto Harbor. Improving harbor at Oconto, Wisconsin, ten thousand dollars.

Fort Madison Harbor. Improving harbor at Fort Madison, Iowa, two thousand five hundred dollars.

Muscatine Harbor. Improving harbor at Muscatine, Iowa, two thousand five hundred dollars.

Grand Marais. Improving harbor at Grand Marais, Minnesota, twenty thousand dollars.

Duluth. Improving harbor at Duluth, Minnesota, forty thousand dollars.

Wilmington. Improving harbor at Wilmington, California, thirty-three thousand dollars.

Humboldt. Improving Humboldt Harbor and Bay, forty thousand dollars.

Cathance River. Improving Cathance River, Maine, six thousand dollars.

"Gut," opposite Bath, Me. Improving the "Gut"[a], opposite Bath, Maine, five thousand dollars.

Kennebunk River. Improving Kennebunk River, Maine: Completing improvement, two thousand dollars.

Lubec Channel. Improving Lubec Channel, Maine, forty-five thousand dollars.

Exeter River—"Ox Bow." Improving Exeter River, New Hampshire, fifteen thousand dollars; of which sum an amount not exceeding seven hundred and fifty dollars shall be available immediately, to be used in acquiring title to land used in the cut-off at "Ox Bow."

Lamprey River. Improving Lamprey River, New Hampshire, below New Market, ten thousand dollars.

Winnepesaukee Lake. Improving Winnipiseogee [Winnepesaukee] Lake, New Hampshire: Completing improvement, two thousand five hundred dollars: *Provided*, That no right to raise or lower the water-level of said lake is hereby granted to any person or corporation.

Proviso.

Otter Creek. Improving Otter Creek, Vermont, two thousand dollars.

Merrimac River. Improving Merrimac River, Massachusetts, nine thousand dollars.

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[a] The Gut is a part of the Sasanoa (or Back) River.

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Improving Taunton River, Massachusetts, twenty-five thousand dollars. Taunton River.

Improving Providence River and Narragansett Bay, Rhode Island, sixty thousand dollars. Providence River and Narragansett Bay.

Improving Potonowut [Potowomut] River, Rhode Island, five thousand dollars. Potowomut River.

Improving Milwaukee Bay, for purposes of harbor of refuge, one hundred thousand dollars. Milwaukee Bay.

Improving Mississippi, Missouri, and Arkansas Rivers: Removing snags, wrecks, and other obstructions, one hundred and eighty-five thousand dollars; of which sum eighty thousand dollars shall be expended on the Mississippi River, eighty thousand dollars on the Missouri River, and twenty-five thousand dollars on the Arkansas River. And the work herein provided for shall be prosecuted at all seasons of the year, and especially between the first day of July and the first day of November of each year: *Provided*, That so much of said sum of eighty thousand dollars hereby appropriated to the Missouri River as may be necessary shall be expended in the construction of a snag and dredge boat to be used in said river, the balance of said eighty thousand dollars to be expended in operating said boat. Mississippi, Missouri, and Arkansas rivers. *Proviso.*

Improving Chippewa River, Wisconsin, ten thousand dollars; but this sum is appropriated subject to the same conditions and limitations imposed by section one of the act approved March third, eighteen hundred and seventy-nine, for the improvement of rivers and harbors, relating to said Chippewa River. Chippewa River. 1879, c. 181; 20 Stat., 372.

Improving Connecticut River below Hartford, Connecticut, thirty thousand dollars; of which sum ten thousand dollars shall be used to continue the work in progress on the bar at the mouth of the river, and three thousand dollars in dredging the channel below Rocky Hill. Connecticut River.

Improving Housatonic River, Connecticut, two thousand dollars. Housatonic River.

Improving Thames River, Connecticut, thirty thousand dollars. Thames River.

Improving New London Harbor, Connecticut, four thousand three hundred dollars. New London Harbor.

Removing obstructions in East River and Hell Gate, New York, two hundred thousand dollars. East River, Hell Gate, removing obstructions.

Improving Buttermilk Channel, New York, sixty thousand dollars. Buttermilk Channel.

Improving Hudson River, New York, fifteen thousand dollars. Hudson River.

Improving Cheesequake's Creek, New Jersey, five thousand dollars. Cheesequake Creek.

Improving Cohansey Creek, New Jersey, seven thousand dollars. Cohansey Creek.

Improving Elizabeth River, New Jersey, four thousand dollars. Elizabeth River.

Improving Passaic River, New Jersey, from Pennsylvania Railroad bridge to its mouth, fifty thousand dollars. Passaic River.

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Rahway River.

Improving Rahway River, New Jersey, ten thousand dollars.

South River.

Improving South River, New Jersey, six thousand dollars.

Woodbridge Creek.

Improving Woodbridge Creek, New Jersey: Continuing improvement, five thousand dollars.

Allegheny River.

Improving Allegheny River from mouth of French Creek to Pittsburgh, Pennsylvania, twenty-five thousand dollars.

Schuylkill River.

Improving Schuylkill River, Pennsylvania, forty thousand dollars.

Delaware River.

Improving Delaware River below Bridesburg, Pennsylvania, one hundred thousand dollars.

Improving Delaware River between Trenton, New Jersey, and Bridesburg, Pennsylvania, ten thousand dollars.

Improving Delaware River near Cherry Island Flats, one hundred thousand dollars.

Improving Delaware River at Schooner Ledge, Pennsylvania and Delaware, forty thousand dollars.

Broadkill River.

Imroving Broadkiln River, Delaware, five thousand dollars.

Mississippi River.

H. Ex. Doc. 58, 46th Cong., 2d sess.

For the improvement of the Mississippi River, in accordance with the plan therefor recommended in [House] Executive Document number fifty-eight, second session Forty-sixth Congress, by the Mississippi River Commission, to be expended by the Secretary of War, with the advice and under the supervision of said commission, the sum of one million dollars. And it shall be the duty of said commission to take into consideration, and of the Secretary of War to extend operations, under their supervision, to tributaries of the Mississippi River to the extent, and no further, that may be necessary in the judgment of said commission to the perfection of the general and permanent improvement of said Mississippi River; but this clause shall not be construed to interfere with the prosecution by the War Department of the improvement of said Mississippi River and its tributaries under general appropriations made therefor: *Provided*, That no portion of the sum hereby appropriated shall be used in the repair or construction of levees for the purpose of preventing injury to lands by overflow, or for any other purpose whatever except as a means of deepening or improving the channel of said river. And it shall be the duty of said commission to make report, on or before the first day of January next, to the Secretary of War, for transmission by him to Congress, of a detailed statement of the work done, and of the expenditure made from the sum hereby appropriated, with their judgment upon the effect of such work, and the general practicability and estimate of the total cost of such improvements along said river from Cairo to the head of the passes.

General and permanent improvement.

Proviso.

Report.

Broad Creek River.

Improving Broad Creek [Broad Creek River] from its mouth to Laurel, Delaware, ten thousand dollars.

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Improving mouth of Duck Creek [Smyrna River], Delaware, three thousand dollars. **Smyrna River.**

Improving Mispillion Creek, Delaware, three thousand five hundred dollars. **Mispillion Creek.**

Improving Choptank River between Denton and Greensborough, Maryland, five thousand dollars. **Choptank River.**

Improving Elk River, Maryland, five thousand dollars. **Elk River.**

Improving Secretary Creek [Warwick River], Maryland, three thousand dollars. **Warwick River.**

Improving Threadhaven [Tred Avon] Creek for three miles below Easton, Maryland three thousand dollars. **Tred Avon Creek.**

Improving Wicomico River[a] below Salisbury, Maryland: Completing improvement, two thousand dollars. **Wicomico River.**

Improving Chester River from Spry's Landing to Crumpton, Maryland, six thousand five hundred dollars. **Chester River.**

Improving water-passage[b] between Deal's Island and Little Deal's Island, Maryland, five thousand dollars. **Water passage, Deal Island.**

Improving Appomattox River, Virginia, twenty thousand dollars to be expended on the improvement of the river and harbor at Petersburg, Virginia. **Appomattox River.**

Improving Blackwater River, Virginia, one thousand five hundred dollars. **Blackwater River.**

Improving Chickahominy River, Virginia, two thousand dollars. **Chickahominy River.**

Improving Dan River between Danville, Virginia, and Madison, North Carolina, eight thousand dollars. **Dan River.**

Improving James River, Virginia, sixty thousand dollars. **James River.**

Improving Mattaponi River, Virginia, three thousand three hundred dollars. **Mattaponi River.**

Improving mouth of Nomoni Creek, Virginia, two thousand dollars. **Nomini Creek.**

Improving North Landing River, Virginia and North Carolina, seven thousand five hundred dollars. **North Landing River.**

Improving Nottaway River, Virginia, two thousand dollars. **Nottoway River.**

Improving Pagan Creek, Virginia, five thousand dollars. **Pagan Creek.**

Improving Pamunkey River, Virginia, two thousand five hundred dollars. **Pamunkey River.**

Dredging a channel through the flats in front of Mount Vernon, Virginia, one thousand five hundred dollars. **Channel at Mount Vernon, Va.**

Improving Rappahannock River, Virginia, fifteen thousand dollars. **Rappahannock River.**

Improving Staunton River, Virginia, five thousand dollars. **Staunton River.**

Improving Totuski [Totuskey] River, Virginia, two thousand five hundred dollars. **Totuskey River.**

Improving Urbana Creek, Virginia, four thousand dollars. **Urbana Creek.**

Improving York River at West Point, Virginia, twenty-five thousand dollars. **York River.**

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[a] On the eastern shore.

[b] Known as the Lower Thoroughfare.

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Baltimore Harbor.

Improving harbor at Baltimore, Maryland: Continuing operations for the shortening and deepening the channel to twenty-seven feet at mean low water, one hundred and fifty thousand dollars.

Elk River.

Improving Elk River, West Virginia, five thousand dollars.

Kanawha River.

Improving Great Kanawha River, and operation of works, West Virginia, two hundred thousand dollars.

Guyandot River.

Improving Guyandotte River, West Virginia, three thousand five hundred dollars.

Little Kanawha River.

Improving Little Kanawha River, West Virginia, forty thousand dollars: *Provided*, That no tolls shall be collected by the Little Kanawha Navigation Company for that part of the river improved by the general government.

Proviso.

Little Kanawha Navigation Co.

Cape Fear River.

Improving Cape Fear River, North Carolina, from the ocean to Wilmington, one hundred and forty thousand dollars.

Improving the Cape Fear River from Wilmington to Fayetteville, North Carolina, thirty thousand dollars: *Provided*, That the Secretary of War is directed to expend of the money hereby appropriated, a sum not exceeding ten thousand dollars, to extinguish any claim of right held by any company or corporation, to take tolls or make charges for navigation of so much of said river as is above described; *And provided further*, That said claim of right shall be extinguished and released on or before the first day of December, eighteen hundred and eighty-one, and no part of this appropriation shall be expended in the improvement of said river until such claim of right is wholly extinguished and released: *Provided further*, That nothing herein contained shall be taken or held as a waiver on the part of the United States to the exclusive control of navigation of said river relieved from any charges or tolls imposed by any company or corporation.

Proviso.

Proviso.

Proviso.

Currituck Sound.

Improving Currituck Sound, Coanjok Bay, North River and Bar, North Carolina, thirty thousand dollars.

French Broad River.

Improving French Broad River, North Carolina, five thousand dollars.

Neuse River.

Improving Neuse River from its mouth to head of navigation, North Carolina, thirty thousand dollars.

Pamlico and Tar rivers.

Improving Pamlico and Tar Rivers, North Carolina, eight thousand dollars.

Scuppernong River.

Improving Scuppernong River, North Carolina, one thousand dollars.

Trent River.

Improving Trent River, North Carolina, five thousand dollars.

Yadkin River.

Improving Yadkin River, North Carolina, twelve thousand dollars.

Contentnia Creek.

Improving Contentnia Creek, North Carolina, ten thousand dollars.

Beaufort Harbor.

Improving Beaufort Harbor, North Carolina, thirty thousand dollars.

Lillington River.

Improving Lillington River, North Carolina, three thousand dollars.

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Improving Ashley River, South Carolina, one thousand five hundred dollars. **Ashley River.**

Improving Great Pedee River, South Carolina, between Little Bluff and Cheraw, six thousand dollars. **Great Pedee River.**

Improving Waccemaw River, South Carolina, from its mouth up to Waccemaw Lake, North Carolina, ten thousand dollars. **Waccamaw River.**

Improving Town Creek[a], in North Carolina, one thousand dollars. **Town Creek.**

Improving Chattahoochie River, Georgia, twenty thousand dollars. **Chattahoochee River.**

Improving Coosa River, Georgia and Alabama, sixty thousand dollars. **Coosa River.**

Improving Flint River, Georgia, fifteen thousand dollars. **Flint River.**

Improving Ockmulgee River, Georgia, five thousand dollars. **Ocmulgee River.**

Improving Oconee River, Georgia, two thousand five hundred dollars; of which sum one thousand five hundred dollars to be expended between Dublin and Oconee Bridge. **Oconee River.**

Improving Oostenaula and Coosawattee Rivers, Georgia, one thousand dollars. **Oostenaula and Coosawattee rivers.**

Improving Savannah River above Augusta, Georgia, eight thousand dollars. **Savannah River.**

Improving Apalachicola River, Florida, one thousand five hundred dollars. **Apalachicola River.**

Improving Choctawhatchee River, Florida and Alabama, up to Newton, ten thousand dollars. **Choctawhatchee River.**

Improving entrance to Cumberland Sound, between Amelia and Cumberland Islands, in Florida and Georgia, one hundred thousand dollars. **Cumberland Sound.**

Improving Escambia River, Florida and Alabama, five thousand dollars. **Escambia River.**

Improving Saint John's River, Florida, one hundred thousand dollars. **St. Johns River.**

Improving Pea's [Peace] Creek, in Florida, seven thousand dollars. **Peace Creek.**

Improving Withlacooche River, in Florida, seven thousand five hundred dollars. **Withlacoochee River.**

Improving Suwanee River, Florida, three thousand dollars. **Suwanee River.**

Improving Volusia Bar, Florida, five thousand five hundred dollars. **Volusia bar.**

Improving Alabama River, Alabama, twenty thousand dollars. **Alabama River.**

Improving Big Sunflower River, Mississippi, four thousand dollars. **Big Sunflower River.**

Improving Noxubee River, Mississippi, eight thousand dollars. **Noxubee River.**

Improving Pascagoula River, Mississippi, four thousand dollars. **Pascagoula River.**

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[a] In Brunswick County, emptying into Cape Fear River about 7½ miles below Wilmington.

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Pearl River. Improving Pearl River below Jackson, Mississippi, twenty-five thousand dollars.

Improving Pearl River Mississippi, from Jackson to Carthage, two thousand five hundred dollars.

Tallahatchie River. Improving Tallahatchee River, Mississippi, three thousand dollars; of which sum two thousand dollars shall be expended above the mouth of Cold Water River to Batesville.

Tombigbee River. Improving Tombigbee River above Columbus, Mississippi, one thousand dollars.

Yazoo River. Improving Yazoo River, Mississippi, six thousand dollars.

Amite River. Improving Amite River, Louisiana, five thousand dollars.

Bayou Courtableau. Improving Bayou Courtableau from Port Barre to Atchafalaya, Louisiana, seven thousand five hundred dollars.

Bayou Teche. Improving Bayou Teche from Saint Martinville to Port Barre, Louisiana, twenty thousand dollars.

Bayou Terrebonne. Improving Bayou Terrebonne, Louisiana: Completing improvement, eight thousand eight hundred dollars.

Red River. Removing raft in Red River and closing Tone's Bayou, Louisiana, ten thousand dollars.

Removing obstructions from Red River, Louisiana, ten thousand dollars. And the Secretary of War is hereby directed to cause a thorough survey to be made of the mouth of Red River, and a plan for its permanent improvement to be reported to Congress on or before the first Monday of December, eighteen hundred and eighty-one, with estimates of cost; and said survey and plan to be paid for out of the unexpended balance already appropriated for the mouth of Red River.

Tangipahoa River. Improving Tangipahoa River, Louisiana, two thousand dollars.

Vermilion River. Improving Vermillion River, Louisiana: Completing improvement, four thousand nine hundred dollars.

Warrior and Tombigbee rivers. Improving Warrior and Tombigbee Rivers, Alabama and Mississippi, to be expended in the same proportions as the appropriation under the act of June, eighteen hundred and eighty, twenty-five thousand dollars.

Aransas Pass. Improving Aransas Pass and Bay, up to Rockport and Corpus Christi, Texas, eighty thousand dollars.

Brazos River, channel at mouth of. Improving channel over bar at mouth of Brazos River, Texas, forty thousand dollars.

Pass Cavallo Inlet. Improving Pass Cavallo Inlet into Matagorda Bay, Texas, sixty thousand dollars.

Ship channel, Galveston Bay. Improving ship-channel, Galveston Bay, Texas, fifty thousand dollars.

Neches River. Improving Neches River, Texas, three thousand dollars.

Sabine Pass and Blue Buck bar. Improving Sabine Pass and Blue Buck Bar, Texas, one hundred and fifty thousand dollars.

Sabine River. Improving Narrows of Sabine River above Orange, Texas, and to deepen channel at its mouth, seven thousand dollars.

Trinity River. Improving Trinity River, Texas, ten thousand dollars.

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Improving Arkansas River between Fort Smith, Arkansas, and Wichita, Kansas, twenty-four thousand dollars. **Arkansas River.**

Improving Arkansas River at Pine Bluff, Arkansas, twenty-three thousand dollars.

Improving Black River, Arkansas and Missouri, six thousand dollars, to be applied from Poplar Bluff. **Black River.**

Improving Fourche Le Fevre River, Arkansas, three thousand dollars. **Fourche Le Fevre River.**

Improving Ouachita River, Arkansas and Louisiana, twelve thousand dollars. **Ouachita River.**

Improving Saline River[a], Arkansas, five thousand dollars. **Saline River.**

Improving White River between Jacksonport and Buffalo Shoals, Arkansas, eight thousand dollars. **White River.**

Improving White and Saint Francis Rivers, Arkansas, eight thousand dollars.

Improving Big Hatchee River, Tennessee, three thousand five hundred dollars. **Hatchee River.**

Improving Caney Fork River, Tennessee, four thousand dollars. **Caney Fork River.**

Improving Clinch River Tennessee, three thousand dollars. **Clinch River.**

Improving Cumberland River above Nashville, Tennessee: From Nashville to Kentucky State line, fifteen thousand dollars; from Kentucky line to Smith's Shoals, fifteen thousand dollars; at Smith's Shoals, completing improvement, ten thousand dollars. **Cumberland River.**

Improving Cumberland River below Nashville, Tennessee, fifteen thousand dollars.

Improving Duck River, Tennessee, three thousand dollars. **Duck River.**

Improving French Broad River above Knoxville, Tennessee, three thousand five hundred dollars. **French Broad River.**

Improving Hiwassee River, Tennessee, one thousand five hundred dollars. **Hiwassee River.**

Improving Obed's [Obey] River, Tennessee, two thousand five hundred dollars. **Obey River.**

Improving Tennessee River above Chattanooga, Tennessee, seven thousand dollars. **Tennessee River.**

Improving Red River from its mouth to Port Royal, in Montgomery County, Tennessee, five thousand dollars. **Red River.**

Improving Tennessee River below Chattanooga, including Muscle Shoals and shoal at Reynoldsburgh; Tennessee and Alabama, two hundred and fifty thousand dollars. **Tennessee River, including Muscle Shoals.**

Improving Kentucky River from its mouth to Three Forks, Kentucky, one hundred and twenty-five thousand dollars. **Kentucky River.**

Improving Big Sandy River from Catlettsburgh, Kentucky, to head of navigation, fifty thousand dollars; of which sum forty-six thousand dollars shall be expended at Louisa, and four thousand dollars in the continuation of works on the upper river. **Big Sandy River.**

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[a] A tributary of Ouachita River.

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Sandusky River.

Improving Sandusky River, Ohio seven thousand five hundred dollars.

Wabash River.

Improving Wabash River, Indiana, fifty thousand dollars, one-half of which is to be used on the river above Vincennes.

White River.

Improving White River, Indiana, from Wabash River to Portersville, and to falls on West Fork, twenty thousand dollars.

Illinois River.

Improving Illinois River, Illinois, two hundred and fifty thousand dollars.

Mississippi River.

Improving Mississippi River at and above Alexandria, Missouri, six thousand dollars.

Improving Mississippi River at or near Cape Girardeau and Minton's Point, Missouri, ten thousand dollars.

Improving Mississippi River from Des Moines Rapids to mouth of Illinois River, Illinois and Missouri, one hundred and seventy-five thousand dollars; and the sums of money heretofore appropriated for the improvement of the Mississippi between the Illinois and Missouri Rivers, and unexpended, are hereby reappropriated, and shall be applied to the improvement of the harbor and Mississippi River at Alton.

Improving Mississippi River between mouths of the Illinois and Ohio Rivers, Illinois and Missouri, six hundred thousand dollars.

Removing bar in Mississippi River opposite Dubuque, Iowa, five thousand dollars.

Completion of work of removing sand-bar in Mississippi River opposite Guttenberg, Iowa, five thousand dollars.

Improving Mississippi River at Hannibal, Missouri, twenty thousand dollars.

Improving Mississippi River at Natchez and Vidalia, Mississippi and Louisiana, fifty thousand dollars.

Improving Mississippi River above Falls of Saint Anthony, Minnesota, ten thousand dollars.

Improving Mississippi River from Saint Paul to Des Moines Rapids, Minnesota, Iowa, Missouri, Illinois, and Wisconsin, two hundred thousand dollars.

Quincy Bay.

Improving Quincy Bay, Illinois, ten thousand dollars.

Gauging waters of Mississippi River. 1871, res. 40; 16 Stat., 598.

Annual expense of gauging the waters of the Mississippi River and its tributaries: Continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.

Upper Mississippi River.

Improving Upper Mississippi River: Operating snag-boat and building light-draught steamer, twenty-five thousand dollars.

Rock Island Rapids.

Improving Rock Island Rapids, Mississippi River, Iowa and Illinois: Completing improvement, eight thousand dollars.

Des Moines Rapids. Des Moines Rapids Canal. St. Marys Falls Canal.

Improving Des Moines Rapids, Iowa and Illinois, twenty-five thousand dollars. And hereafter, for the purpose of operating and keeping in repair the Des Moines Rapids Canal, and Saint Mary's Falls Canal, and

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Saint Clair Flats Canal, and the Louisville and Portland Canal, the Secretary of War is authorized to draw his requisition on the Secretary of the Treasury from time to time, which requisition shall be paid out of any money in the Treasury not otherwise appropriated[a].

St. Clair Flats Canal. Louisville and Portland Canal. Vol. 23, p. 147. *Post*, p. 415. Vol. 26, p. 455. *Post*, p. 585.

Improving the Osage River, Kansas and Missouri, twenty thousand dollars.

Osage River.

Improving Cuivre River, Missouri, from mouth to Chain of Rocks, and removing snags and obstructions, five thousand dollars.

Cuivre River.

Improving Gasconade River, Missouri, ten thousand dollars.

Gasconade River.

Improving Missouri River at Atchison, Kansas, twenty thousand dollars.

Missouri River.

Improving Missouri River from Kansas City to its mouth, thirty-five thousand dollars.

Improving Missouri River at Brownville, Nebraska, ten thousand dollars.

Improving Missouri River at Cedar City, Missouri, fifteen thousand dollars.

Improving Missouri River at Council Bluffs, Iowa, and at Omaha, Nebraska, thirty thousand dollars.

Improving Missouri River at Eastport, Iowa, and at Nebraska City, Nebraska, twenty thousand dollars.

Improving Missouri River at Plattsmouth, Nebraska, ten thousand dollars.

Improving Missouri River at or near Fort Leavenworth, Kansas, eight thousand dollars.

Improving Missouri River at and near Glasgow, Missouri, twenty thousand dollars.

Improving Missouri River at and near Kansas City, Missouri, twenty thousand dollars.

Improving Missouri River at Lexington, Missouri, ten thousand dollars.

Improving Missouri River at Saint Charles, Missouri, fifteen thousand dollars.

Improving Missouri River at and near Saint Joseph, Missouri, twenty-thousand dollars.

Improving Missouri River at Sioux City, Iowa: For improvement of channel, seven thousand dollars.

Improving Missouri River at Vermillion, Dakota, fifteen thousand dollars.

Improving Missouri River above mouth of Yellowstone River, Dakota, forty thousand dollars.

Survey of Missouri River from its mouth to Fort Benton, Montana: Continuing survey above Sioux City, thirty thousand dollars.

Survey of Missouri River.

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[a] Section 14 of the river and harbor act approved September 19, 1890, makes the provisions of this section applicable to the Des Moines Rapids Canal dry dock. All such expenses are now defrayed from the permanent indefinite appropriation provided by section 4 of the river and harbor act approved July 5, 1884.

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Detroit River.

Improving Detroit River, Michigan, fifty thousand dollars.

Saginaw River.

Improving Saginaw River, Michigan, ten thousand dollars.

St. Marys River and St. Marys Falls Canal.

Improving Saint Mary's River and Saint Mary's Falls Canal, Michigan: Completing improvement, one hundred and fifty thousand dollars.

St. Anthonys Falls.

Repairs and contingencies of public works at Saint Anthony's Falls, Minnesota: To meet repairs necessary, present and prospective, fifteen thousand dollars, which shall be available immediately after the passage of this act.

St. Croix River.

Improving Saint Croix River below Taylor's Falls, Wisconsin, eight thousand dollars.

Red River of the North.

Improving Red River of the North, Minnesota and Dakota, eighteen thousand dollars.

Goose Rapids.

Constructing a lock and dam at Goose Rapids, on the Red River of the North, Minnesota and Dakota, twenty thousand dollars.

Yellowstone River.

Improving Yellowstone River, Montana and Dakota, twenty thousand dollars.

Coos Bay Harbor.

Continuing improvement at the entrance of Coos Bay Harbor, Oregon, thirty thousand dollars.

Canal, Cascades of Columbia River.

Canal around Cascades of Columbia River, Oregon, one hundred thousand dollars.

Upper Columbia River.

Improving Upper Columbia River, including Snake River, Oregon, fifteen thousand dollars.

Lower Willamette.

Improving Lower Willamette and Columbia Rivers, from Portland, Oregon, to the sea, including bar at mouth of Columbia River, Oregon, forty-five thousand dollars.

Upper Willamette.

Improving Upper Willamette and Yamhill Rivers, Oregon, fifteen thousand dollars.

Petaluma Creek.

Improving Petalumas Creek, California, eight thousand dollars.

Sacramento River.

Improving Sacramento River, California, sixty thousand dollars.

San Joaquin River.

Improving San Joaquin River, California, forty thousand dollars; ten thousand dollars of which amount may be used in the discretion of the engineer in the improvement of Mormon Slough.

Examinations and surveys at South Pass of Mississippi River.

Examinations and surveys at South Pass of Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work, ten thousand dollars; and also to ascertain by soundings whether and to what extent, within a distance of five miles from the present mouth of the river at the South Pass, the gulf has filled up by deposits from the river since the construction of the Eads jetties.

Fox and Wisconsin rivers.

Improving Fox and Wisconsin Rivers, Wisconsin, one hundred and twenty-five thousand dollars; of which sum fifty thousand dollars shall be expended in continuing the improvement of the Wisconsin River, and

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seventy-five thousand for continuing the improvement of the Fox River.

Improving Calcasieu Pass, Louisiana, twelve thousand dollars. Calcasieu Pass and River.

Improving Calcasieu River, Louisiana, from Phillips Bluff to its mouth, three thousand dollars.

Improving Savannah River, Georgia, fifteen thousand dollars. Savannah River.

Improving Mississippi River at Andalusia, Illinois, six thousand dollars. Mississippi River.

Improving Mississippi River at Louisiana, Missouri, ten thousand dollars.

Repairing breakwater on the Saint Croix River near Calais, four thousand dollars. St. Croix River.

Improving Altamaha River, Georgia, five thousand dollars. Altamaha River.

Improving Wappoo Cut, South Carolina, ten thousand dollars. Wappoo Cut.

Improving Neabsco Creek, Virginia, five thousand dollars. Neabsco Creek.

Improving Bayou Bartholomew, Louisiana and Arkansas, eight thousand dollars. Bayou Bartholomew.

Improving Tensas River, Louisiana, three thousand dollars. Tensas River.

Improving Bayou Black[a], in Louisiana, ten thousand dollars. Bayou Black.

Improving Bayou Boeuf, Louisiana, five thousand dollars. Bayou Bœuf.

Improving Current River, Missouri and Arkansas, from Doniphan to its mouth, two thousand dollars. Current River.

Improving Rancocas River, New Jersey, ten thousand dollars. Rancocas River.

Improving Christiana River and Wilmington Harbor, Delaware: Deepening the channel and improving the harbor of Christiana River from the Delaware River to and above the city of Wilmington, in accordance with the surveys and plans of the United States Engineer Department, fifty thousand dollars. Christiana River.

Improving Chester Creek, Pennsylvania, three thousand dollars. Chester Creek.

Improving Mattawan Creek, New Jersey, fifteen thousand dollars. Matawan Creek.

Improving Raritan Bay, New Jersey, from Perth Amboy and South Amboy to the main ship-channel off Great Kiln, fifty thousand dollars. Raritan Bay.

Improving Newport Harbor, Rhode Island, twenty-five thousand dollars. Newport Harbor.

Improving Tradewater River, Kentucky, open navigation, three thousand dollars. Tradewater River.

Improving Cumberland River, Kentucky, above mouth of Jelico, ten thousand dollars. Cumberland River.

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[a] Discharges into Bayou Bœuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

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Buffalo Bayou. Improving Buffalo Bayou, Texas: To secure a channel of one hundred feet, twenty-five thousand dollars.

Kewaunee Harbor. Improving Kewanee Harbor, Wisconsin, five thousand dollars.

Niagara River. Improving Niagara River, New York, five thousand dollars.

Portland Harbor. Improving Portland Harbor, Maine, twenty thousand dollars.

Scituate Harbor. Improving Scituate Harbor, Massachusetts, ten thousand dollars.

Moosabec bar. Improving Moosabec Bar at Jonesport, Maine, ten thousand dollars.

Wareham Harbor. Improving Wareham Harbor, Massachusetts, ten thousand dollars.

Canarsie Bay. Improving Canarsie Bay, New York, five thousand dollars.

Sheepshead Bay. Improving Sheepshead Bay, New York, five thousand dollars.

Salem River. Improving Salem River, New Jersey, three thousand dollars.

Susquehanna River. Improving Susquehanna River, Pennsylvania, above Richard's Island, fifteen thousand dollars.

Improving Susquehanna River above and below Havre de Grace, Maryland, fifteen thousand dollars.

Archers Hope River. Improving Archer's Hope River, Virginia, five thousand dollars.

Wateree River. Improving Wateree River, South Carolina, eight thousand dollars.

Santee River. Improving Santee River, South Carolina, by deepening and straightening its outlet to Winyah Bay through Mosquito Creek, twenty-two thousand dollars.

Pensacola Harbor. Improving Pensacola Harbor, Florida, twenty thousand dollars.

Chefuncte River. Improving Tchefuncte River, Louisiana, one thousand five hundred dollars.

Tickfaw River. Improving Tickfaw River, Louisiana, two thousand dollars.

Bayou Teche. Improving Bayou Teche by connecting same with Grand Lake at Charenton, Louisiana, twenty-five thousand dollars.

Brazos Santiago Harbor. Improving bar and harbor at Brazos Santiago, Texas, seventy-five thousand dollars.

Yalobusha River. Improving Yallabusha River, Mississippi, three thousand five hundred dollars.

Tchula Lake. Improving Tchula Lake, Mississippi, three thousand dollars.

Louisville and Portland Canal. For the expenses of operating and maintaining the Louisville and Portland Canal for the fiscal year ending June thirtieth, eighteen hundred and eighty-one, forty-two thousand dollars, which sum shall be immediately available.

Yaquina Bay. Improving entrance to Yaquina Bay, Oregon, ten thousand dollars.

Cowlitz River. Improving Cowlitz River, Washington Territory, one thousand dollars.

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Of the amount now available for the improvement of Bayou La Fourche, Louisiana, the sum of five hundred dollars, or so much thereof as may be necessary, shall be expended in the removal of brick pier at Donaldsonville.

Pier at Donaldsonville, removal of.

Improving Richmond Harbor, Kennebec River, Maine, ten thousand dollars; of which sum six thousand dollars shall be expended for wing dams and dredging at the head of Swan's Island and at Hatch's Rock, and four thousand dollars in dredging and deepening the channel at the foot of Swan's Island according to the plan recommended by Lieutenant Russell.

Richmond Harbor, Kennebec River.

For reservoirs upon the headwaters of the Mississippi River and its tributaries, one hundred and fifty thousand dollars; and this sum, together with the sum of seventy-five thousand dollars heretofore appropriated for the construction of a dam at Lake Winnibigoshish, shall be expended at such places on said headwaters of the Mississippi River and its tributaries as the Secretary of War shall determine: *And it is provided*, That compensation for any private property taken or appropriated for any of said improvements, and all damages to private property caused by the construction of any of said dams, by flowage or otherwise, shall be ascertained and determined under and in accordance with the laws of the State in which such private property is situated.

Reservoirs upon headwaters of Mississippi River.

Proviso.

Damages to private property, compensated for under State laws.

And the Secretary of the Interior is hereby authorized and directed to ascertain what, if any, injury is occasioned to the rights of any friendly Indians, occupying any Indian reservation, by the construction of any of said dams, or the cutting or the removing of trees or other materials from any such reservation for the construction or erection of any of said dams, and to determine the amount of damages payable to such Indians therefor; and all such damages to private property and to friendly Indians, when ascertained and determined in the manner herein directed and provided, shall be paid by the United States: *Provided, however*, That such damages shall not exceed ten per centum of the sums hereby and heretofore appropriated for the construction of said reservoirs.

Rights of Indians preserved and protected.

Proviso.

Improving Sumpawamus Inlet, New York, five thousand dollars.

Sumpawanus Inlet.

Improving the harbor at the entrance of Saint Jerome's Creek, Maryland, six thousand five hundred dollars.

St. Jeromes Creek Harbor.

For the improvement of Saint Jones River, in the State of Delaware, five thousand dollars.

St. Jones River.

Such parts of the money appropriated by this act for any particular improvement requiring locks and dams as may be necessary in the prosecution of such improvement may be expended in the purchase, voluntary or by condemnation, as the case may be, of necessary sites: *Provided*, That such expenditure shall be under the direction of the Secretary of War: *And provided further*, That if the owners of such lands shall refuse to sell them at reasonable prices,

Purchase of sites for locks and dams.

Proviso.

Proviso.

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Title, how perfected.

then the prices to be paid shall be determined and the title and jurisdiction procured in the manner prescribed by the laws of the State in which such lands or sites are situated.

Manner of making improvements.

It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in carrying on the various works, as far as can be without actual detriment to the interest of the government, by contract. Where such works cannot be done by contract without injury to the public interest, they may be prosecuted by hired labor. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution of the work according to such contract, and for the proper payment of all liabilities incurred in the prosecution thereof for labor and material.

Proposals.

Contracts after advertisement.

Lowest bidder.

* * * * *

Examinations and surveys.

SEC. 3. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper, to be made at the following points, namely:

Harbor of San Luis Obispo, California.

Tombigbee River, Mississippi, from Fulton to Warren's Mill.

The Chattahoochee River, in Georgia, between West Point and Bolton, on the Western and Atlantic Railroad, so as to complete the survey of that portion of said river.

Bear Creek, running into Yazoo River.

Harbor at Port Henry, on Lake Champlain.

Frankford Creek from its mouth in the Delaware River to Frankford Avenue.

Five Mile Point, above Bridesburg, Delaware River.

Mouth of the Mispillion, Delaware.

Mokelumne River, California, from its mouth at or near Woodbridge.

New York Bay between Sandy Hook and Coney Island Point.

Newton Creek, Camden County, from Delaware River to head of navigation.

Mantua Creek, Gloucester County, from Delaware River to head of navigation.

Maurice River from Delaware Bay to Millville, Cumberland County.

Salem and Cohansey Rivers, New Jersey.

Completing survey of Harlem River and through the Harlem Kilns[a] to the East River.

Survey for harbor of refuge in Lake Pepin, at Stockholm, Wisconsin, and Lake City, Minnesota.

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[a] Known also as Bronx Kills.

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Beaver Bay, Minnesota, to ascertain the cost and practicability of making it a harbor of refuge.

Grand Portage Bay and Wans-wau-goising[a] Bay, Minnesota, to determine which, if either, should be made a harbor of refuge.

Sackett's Harbor, New York.

Matagorda Bay at the mouth of Saint Mary's Bayou, near the town of Matagorda, Texas.

Harbors of Madison and Clinton, Connecticut.

Edgartown Harbor and South Beach, Massachusetts.

Staunton River from Brook Neal, in Campbell County, to mouth of Pig River, Virginia.

Roanoke River from Weldon, North Carolina, to Clarksville, Virginia.

Bear Creek, running from Northeast Mississippi into the Tennessee River.

To deepen the channel of the Harrisecket River from Weston's Point to Freeport Landing in Freeport, Maine.

The channel of Broad Creek on the west side of Kent Island, Maryland.

Harbor of Brunswick, on the Androscoggin River.

Buzzard's Bay and Barnstable Bay, Massachusetts, at the entrance of the proposed Cape Cod Canal.

Sabine Pass, Texas, through Sabine Lake and River to Orange and Sabine Lake, and the Neches River to Beaumont, to ascertain the cost and practicability of a deep-water channel from Sabine Pass to Orange and Beaumont.

Old Town Creek, Mississippi.

Bar at mouth of Winyah Bay, near Georgetown, South Carolina.

Little Red River in Arkansas.

And the Secretary of War is hereby directed to cause to be made examinations and surveys, or both, and estimates of the cost of the further improvements necessary to be made in the Savannah River and Harbor to increase the depth of the water in said river and harbor from the bar up to the city to twenty-two feet, and to make an estimate of the cost of widening the channel of the Savannah River opposite the city to six hundred feet of uniform depth with the balance of the channel.

Young's, Lewis' and Clarke's, and Skipanon Rivers, entering into Young's Bay, in the county of Clatsop, near mouth of Columbia River, Oregon.

Snake River from Lewiston to the mouth of Salmon River, Idaho Territory.

Corsica Creek, Maryland.

Harbor at mouth of Cedar River, on Green Bay, Michigan.

Lynn Harbor, Massachusetts.

Merrimac River from Lawrence, Massachusetts, to Manchester, New Hampshire.

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[a] The correct name is Wauswaugoning.

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Channel between islands of North Hero and South Hero, Lake Champlain.

Little Tennessee River from its mouth on the Holston or Big Tennessee River to the mouth of Tellico River.

Dog Island Harbor, harbor of Key West, Crystal River, La Grange Bayou up to Freeport, Manatee River, and Crooked [Carrabelle] River, Florida.

Indian River, Florida, at the north end, in view of opening a passage into the [Mosquito[a]] lagoon one-half mile east.

From a point between Ellis Island and the docks of New Jersey Central Railroad, to a point between Robbins' Reef Light and Constable Hook, in waters of New York Bay, New Jersey.

Big Black River, Mississippi.

Outlet of harbor of Ship Island.

Harbor at Boloxi [Biloxi], Mississippi.

Harbor at Pascagoula, Mississippi[b].

Upper thoroughfare[c] leading into Tangier Sound, Deil's Island, and Rock Creek, Maryland.

Fish Bend, near Fort Chartres, in the Mississippi River.

Murder Kiln [Murderkill River], Delaware.

Delaware River.

Potomac and Anacostia Rivers, in the vicinity of Washington, District of Columbia, with reference to the improvement of navigation, the establishment of the harbor-line, and the raising of the flats, so far as their improvement may be necessary to the improvement of navigation and the establishment of the harbor-line.

Mouth of Cedar River, Green Bay, Michigan.

Greenport Harbor, New York.

Survey for harbor of refuge at New Buffalo, Michigan.

The headwaters of the Cannon River, in Minnesota, with a view that the same may be added to the reservoir system of the upper Mississippi.

The water connection between the Waccamaw and Cape Fear Rivers, with the view of ascertaining if a continuous inland water connection can not thereby be established.

Toledo, Ohio, for a straight channel to Lake Erie.

For harbor at Caseville, Saginaw Bay, Lake Huron.

The Calumet River from South Chicago to the village of Pullman, on Lake Calumet.

For a further survey of James River, for the purpose of ascertaining the practicability and cost of procuring a channel of twenty-five feet at full tide from Richmond to the mouth of the river.

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[a] The passage connecting these two waterways is known as the Haulover Canal, or the Haulover.

[b] The report upon this item stated that "this harbor was found to be good enough," but that the object desired seemed to be the improvement of Horn Island Pass. Consequently the project presented in the report provided only for the improvement of Horn Island Pass, from Horn Island Harbor to the Gulf.

[c] This passage is between Deal Island and the mainland.

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Survey of Upper Machodoc Creek, a tributary of Potomac River.

Survey of Urbana Creek, a tributary of Rappahannock River, from the village of Urbana to the Oaks.

The harbor of Mamaroneck, New York.

Cumberland River at Smith's Shoals, in the State of Kentucky, to ascertain the practicability and the cost of a canal, with locks and dams, from the head to the foot of said shoals.

The harbor at the Delaware Breakwater, and the entrance thereto.

Indian River, in the State of Delaware, from its mouth to Millsborough.

Survey of the Clarion River from its mouth to Ridgway, Pennsylvania.

From Brazos de Santiago through Laguna Madre to Point Isabel, Texas, to ascertain the cost and practicability of a deep-water channel from the anchorage at Brazos de Santiago to the railroad wharf at Point Isabel.

Survey for breakwater and harbor of refuge at Milford Connecticut.

Entrance to Gray's Harbor, Washington Territory.

Between Baker's Bay[*] and Shoalwater [Willapa] Bay, Washington Territory, for canal for light-draught vessels.

Missouri River at or near Arrow Rock.

For survey of Nishnabotana [River] from Hamburg, Iowa, to its junction with the Missouri.

Skipton Creek, Maryland.

Bush River, Maryland, from Harford Furnace to Chesapeake Bay.

Licking River from its mouth to Falmouth, in Kentucky.

Oregon Inlet, in Dare County, in North Carolina.

Survey of Chehalis River, in Washington Territory.

Whiteoak, Meherrin, and New Rivers, in North Carolina.

SEC. 4. That for the examinations and surveys herein provided for, and for incidental repairs of harbors for which there is no special appropriation, the sum of fifty thousand dollars is hereby appropriated out of any money in the Treasury not otherwise appropriated; and in every case where examinations or surveys are made, the report thereon shall embrace such information concerning the commercial importance, present and prospective, of the improvement contemplated thereby, and such general commercial statistics as the Secretary of War may be able to procure.

Appropriation.

Report.

Approved, March 3, 1881.

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* Part of Columbia River.

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Mar. 4, 1882. Vol. 22, p. 7.

CHAP. 22.—An Act Making an appropriation for continuing the improvements of Galveston Harbor, State of Texas.

Galveston Harbor, Tex.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred thousand dollars be, and the same is hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, for the purpose of continuing the improvements of Galveston Harbor, in the State of Texas, which improvements are now being prosecuted under the direction of the Secretary of War, and the appropriation for which is wholly insufficient to continue the work to the end of the current fiscal year; and the expenditure of the sum hereby appropriated is placed under the direction and control of the Secretary of War.

Improvement of.

Appropriation.

Approved, March 4, 1882.

Mar. 6, 1882. Vol. 22, p. 7.

CHAP. 24.—An Act To provide for certain of the most urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-two, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Fishing battery, Susquehanna River.

The Secretary of War is authorized to use the unexpended balance of the appropriations for the improvement of the Susquehanna River above and below Havre de Grace in the construction of the channel and breakwaters of the "fishing battery" below Havre de Grace.

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Approved, March 6, 1882.

Mar. 21, 1882. Vol. 22, p. 30.

CHAP. 44.—An Act Appropriating one hundred thousand dollars for continuing the work on Davis Island Dam.

Davis Island dam, Ohio River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one hundred thousand dollars, be, and the same hereby is, appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of continuing the work on the Davis Island Dam in the Ohio River, and to be expended under the direction of the Secretary of War, and in anticipation of part of the appropriation for such purpose in the regular river and harbor act.

Appropriation.

Approved, March 21, 1882.

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CHAP. 112.—An Act To amend section fifty-two hundred and fifty-four, title sixty-three, Revised Statutes of the United States, concerning the use of piers and crib in the Mississippi River.

May 1, 1882. Vol. 22, p. 52.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section fifty-two hundred and fifty-four, title sixty-three, of the Revised Statutes of the United States shall be amended by adding after the words "Mississippi River," in the first line of said section, the words "and the Saint Croix River in the States of Wisconsin and Minnesota."

St. Croix River, Wis. and Minn. R. S., 5254, 1016, amended. 1873, c. 278. Ante, p. 220.

Approved, May 1, 1882.

CHAP. 119.—An Act Making an immediate appropriation for the removal of obstructions at Hell Gate, New York.

May 4, 1882. Vol. 22, p. 58.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of fifty thousand dollars be and is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the removal of obstructions in East River, Hell Gate, New York, the same to be expended under the direction of the Secretary of War, and to be immediately available.

Removal of obstructions from Hell Gate, N. Y. Appropriation.

Approved, May 4, 1882.

CHAP. 231.—An Act For the government and control of the harbor of refuge at Sand Beach [Harbor Beach], Lake Huron, Michigan.

June 19, 1882. Vol. 22, p. 107.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, and until the completion of the work of construction the Secretary of War is directed to assume full control over the harbor of refuge on Lake Huron at Sand Beach [Harbor Beach], Michigan, now in course of construction by the United States Government, and of the piers, breakwaters, docks, wharves, buildings, and other improvements made by the United States appertaining to said harbor of refuge, and to facilitate the use thereof, including the channels of and approaches to said harbor of refuge, so far as may be necessary to the protection and use of said harbor and the improvements aforesaid; and said Secretary of War, for the purpose aforesaid, and for the preservation of said harbor in the interests of commerce, shall prescribe such regulations not inconsistent with the laws of the United States respecting the use of said harbor and its channels, and the approaches thereto, and respecting the use of the piers, breakwaters, docks, wharves, buildings, and other improvements of said harbor, made by the United States, as he shall deem needful to fully protect and preserve the said harbor and its several channels and approaches, and the said piers, break-

Harbor of refuge, Sandbeach (Harbor Beach), Mich. Secretary of War to have full control until completion of work.

Regulations for preservation of work and improvements.

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waters, docks, wharves, buildings, and other improvements. Such regulations shall be promulgated by publication thereof for ten days consecutively in one daily newspaper published in each of the cities of Detroit, Port Huron, Buffalo, Cleveland, and Chicago, and said regulations may be changed in like manner from time to time. He shall also cause four copies of such regulations to be kept posted in conspicuous places on said piers and breakwaters.

Custodian to be appointed.

SEC. 2. That the Secretary of War shall appoint, upon the recommendation of the engineer officer in charge of the work, a custodian of said harbor and the improvements aforesaid, whose duty it shall be to preserve and protect the same under the regulations made as aforesaid by the Secretary of War, and to enforce the observance of said regulations and to guard and preserve the property of the United States at said harbor of refuge. Said custodian shall also have power to direct and regulate the stationing and anchoring of steam vessels and watercraft in said harbor, and the mooring thereof at the piers, breakwaters, docks, and wharves of said harbor, and the laying out and discharging of cargoes and ballast in said harbor, piers, breakwaters and docks; and it shall be the duty of said custodian to report to the United States District Attorney for the eastern district of Michigan all violations of this act, and of the said regulations prescribed by the Secretary of War; and said custodian shall receive such compensation, not exceeding one hundred and fifty dollars per month, as the Secretary of War may allow.

Duties.

Compensation.

Penalties for violation of regulations.

SEC. 3. That it shall be the duty of all persons using or navigating said harbor, its channels and approaches, or using any of the piers, breakwaters, docks, wharves, or other improvements made by the United States, to observe the regulations prescribed by the Secretary of War as aforesaid; and any person who shall willfully or negligently strand or sink any steam-vessel, boat, or craft in said harbor, or in the channels or approaches, or who shall willfully obstruct or oppose the custodian of said harbor in the enforcement of the regulations aforesaid, or who shall willfully or negligently, or by failure or neglect to observe the regulations prescribed by the Secretary of War for the use thereof, obstruct or impair said harbor, or cause any impediment, injury, filling up, or shoaling therein, or shall deposit any earth, ashes, stone, ballast, or other substances in said harbor, channels or approaches tending to obstruct or impair the navigation thereof, or who shall willfully damage or injure the piers, break-waters, wharves, docks, or other improvements of said harbor made by the United States, or who shall fail to obey and observe any of said prescribed regulations, shall be liable to a penalty of not less than fifty dollars nor more than five hundred dollars, to be recovered by information or by action of debt in the District Court of the United States for the eastern district of Michigan,

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with costs of suit, and shall, in addition thereto, be liable to the United States, or to any person aggrieved by such obstructions, or injuries, or unlawful acts or omissions in a civil action for all damages occasioned thereby, or by any of said unlawful acts, to said United States or such aggrieved person. And if such damage or injury to said harbor, channels, approaches, piers, break-waters, docks, wharves, and other property of the United States in said harbor of refuge be committed by any steamer, vessel, or water-craft, or by the master or person in charge thereof, or if such master or other person in charge of such vessel shall willfully violate the regulations aforesaid, the aforesaid penalty of not less than fifty dollars nor more than five hundred dollars shall be incurred, and such vessel shall be liable for the penalty aforesaid, and may be proceeded against by way of libel for the recovery thereof in any court of the United States within whose jurisdiction such vessel may be found.

Steam launch authorized for harbor duty.

SEC. 4. That the Secretary of War may, in his discretion, purchase or hire a steam launch or tug, to be stationed at and used about said harbor, under the direction of said custodian, for the purpose of enforcing the provisions of this act; and such a sum as may be necessary, not exceeding ten thousand dollars, is hereby appropriated for the purchase or hire of said steam launch; and the expense of running and maintaining said launch or tug and the salary of the custodian shall be paid out of the appropriation made for said harbor of refuge.

Appropriation.

Transfer of works and improvements to Secretary of Treasury.

SEC. 5. That after the completion of said harbor by the United States Government the control shall be transferred to the Secretary of the Treasury.

Approved, June 19, 1882.

CHAP. 364.—An Act Granting to certain parties right of way over lands and waters of the United States.

July 31, 1882. Vol. 22, p. 181.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Davidson B. Penn, of New Orleans, Louisiana, and his associates, under the name and style of the St. Tammany Water Works Company," or such other style as they may adopt, be, and are hereby, granted the right of way to lay conduits, pipes, arches, and aqueducts under the waters of Lake Pontchartrain to connect its northern shores with the city of New Orleans, and over and under any of the public waters or lands of the United States between New Orleans and said shore of said lake: *Provided*, That every part of such pipes, aqueducts, or other constructions shall be at least ten feet below the surface of said waters at mean low tide: *Provided, also*, That if at any time the constructions of said company shall in any

St. Tammany Water Works Co., of New Orleans, granted right of way to lay aqueducts, etc., under waters of Lake Pontchartrain, etc.

Provisos.

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way obstruct or interefere with the free and safe navigation of any of said waters, such constructions shall be removed or changed by the company upon notification by the Secretary of War.

Approved, July 31, 1882.

Aug. 2, 1882. Vol. 22, p. 191.

CHAP. 375.—An Act Making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations Rivers and harbors:

Portland Harbor.

Improving harbor at Portland, Maine: Continuing improvement, thirty-five thousand dollars.

Richmond Harbor.

Improving harbor at Richmond, Maine: Continuing improvement, ten thousand dollars.

Rockland Harbor.

Improving harbor at Rockland, Maine: Constructing breakwaters, forty thousand dollars.

Portsmouth Harbor.

Improving harbor at Portsmouth, New Hampshire: Continuing improvement, seventeen thousand dollars.

Burlington Harbor.

Improving harbor at Burlington, Vermont: Continuing improvement, twelve thousand dollars.

Swanton Harbor.

Improving harbor at Swanton, Vermont: Continuing improvement, four thousand five hundred dollars.

Boston Harbor.

Improving harbor at Boston, Massachusetts: Completing improvement, ninety-six thousand five hundred dollars.

Nantucket Harbor

Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Newburyport Harbor.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, forty thousand dollars.

Plymouth Harbor.

Improving harbor at Plymouth, Massachusetts: Continuing improvement, fourteen thousand dollars.

Provincetown Harbor

Improving harbor at Provincetown, Massachusetts: Continuing improvement, five thousand dollars.

Scituate Harbor.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Wareham Harbor.

Improving harbor at Wareham, Massachusetts: Continuing improvement, five thousand dollars.

Little Narragansett Bay.

Improving Little Narragansett Bay, Rhode Island: Continuing improvement, six thousand dollars.

Newport Harbor.

Improving harbor at Newport, Rhode Island: Continuing improvement, twenty thousand dollars.

Block Island Harbor and breakwater.

Improving harbor and breakwater at Block Island, Rhode Island: Continuing improvement, nineteen thousand dollars.

Bridgeport Harbor.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars.

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Breakwater at New Haven, Connecticut: Continuing operations, sixty thousand dollars. Breakwater at New Haven.

Improving harbor at Milford, Connecticut: Continuing improvement, five thousand dollars. Milford Harbor.

Improving harbor at New Haven, Connecticut: Continuing improvement, thirty thousand dollars. New Haven Harbor.

Improving harbor at New London, Connecticut: Continuing improvement, nine thousand dollars. New London Harbor.

Improving harbor at Norwalk, Connecticut: Continuing improvement, five thousand dollars. Norwalk Harbor.

Improving harbor at Southport, Connecticut: Continuing improvement, three thousand dollars. Southport Harbor.

Improving harbor at Stonington, Connecticut: Continuing improvement, twenty-five thousand dollars. Stonington Harbor.

Improving Buttermilk Channel, New York Harbor: Continuing improvement, sixty thousand dollars. Buttermilk channel, New York Harbor.

Improving harbor at Buffalo, New York: Continuing improvement, one hundred and twenty-five thousand dollars. Buffalo Harbor.

Improving Canarsie Bay, New York: Continuing improvement, three thousand dollars. Canarsie Bay.

Improving harbor at Charlotte, New York: Continuing improvement, thirty-five thousand dollars. Charlotte Harbor.

Improving Flushing Bay, New York: Continuing improvement, five thousand dollars. Flushing Bay.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, twenty-five thousand dollars. Great Sodus Bay Harbor.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, twenty-five thousand dollars. Little Sodus Bay Harbor.

Improving harbor at New Rochelle, New York: Continuing improvement, fifteen thousand dollars. New Rochelle Harbor.

Improving Echo Harbor, New Rochelle, New York: Continuing improvement, three thousand dollars. Echo Harbor.

Improving harbor at Ogdensburgh, New York, ten thousand dollars. Ogdensburg Harbor.

Improving harbor at Oswego, New York: Continuing improvement and enlargement of harbor, eighty thousand dollars. Oswego Harbor.

Improving Oak Orchard Harbor, New York, three thousand dollars. Oak Orchard Harbor.

Improving harbor at Port Chester, New York: Continuing improvement, fifteen thousand dollars. Port Chester Harbor.

Improving Gowanus Bay: Continuing improvement, twenty thousand dollars. Gowanus Bay.

Improving harbor at Port Jefferson, New York: Completing improvement, eight thousand dollars. Port Jefferson Harbor.

Improving harbor at Pultneyville, New York: Continuing improvement, four thousand dollars. Pultneyville Harbor.

Improving Sumpawanus Inlet, Long Island, New York, two thousand dollars. Sumpawanus Inlet.

Improving harbor at Rondout, New York: Repair of existing works, two thousand dollars. Rondout Harbor.

Improving Sheepshead Bay, New York: Continuing improvement, three thousand dollars. Sheepshead Bay.

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Wilson Harbor.

Improving harbor at Wilson, New York: Continuing improvement, ten thousand dollars.

Erie Harbor.

Improving harbor at Erie, Pennsylvania: Continuing improvement, twenty thousand dollars.

Ice harbor, Marcushook.

Ice-harbor at Marcus Hook, Pennsylvania: Continuing operations, fifteen thousand dollars: *Provided*, That this sum shall be expended under the plans of the engineers as approved by the Secretary of War.

Proviso.

Delaware Breakwater Harbor.

Improving harbor at Delaware Breakwater, Delaware: Beginning the work of closing the "Gap," or opening, between the two works, which admits the northeast gales to the anchorage, one hundred and twenty-five thousand dollars: *Provided*, That the Secretary of War is hereby authorized to use any unexpended balance remaining of the appropriation made under the act of Congress approved January twenty-third, eighteen hundred and eighty, for the purpose of removing certain wrecks from the harbor at the Delaware Breakwater and the entrance thereto, and in the main ship-channel of the Delaware Bay and River for the purpose of removing any wrecks now or hereafter existing in the said Delaware Bay or Delaware River.

Proviso.

Ice harbor, head of Delaware Bay, etc.

Ice-harbor at the head of Delaware Bay, and for removal of sunken piers in channel back of Reedy Island, Delaware: For commencement of work, twenty-five thousand dollars.

Wilmington Harbor.

Improving harbor at Wilmington, Delaware: Deepening the channel and improving Christiana River from the Delaware River to Wilmington, fifty thousand dollars.

Baltimore Harbor.

Improving harbor at Baltimore, Maryland: Continuing operations for shortening and deepening the channel to twenty-seven feet at mean low water, four hundred and fifty thousand dollars.

Breton Bay Harbor.

Improving harbor at Breton Bay, Leonardtown, Maryland: Continuing improvement, five thousand dollars.

Harbor, entrance to St. Jeromes Creek.

Improving harbor at entrance of Saint Jerome's Creek, Maryland: Continuing operations five thousand dollars.

For surveys of ship canal to connect Chesapeake and Delaware bays, etc.

That the sum of ten thousand dollars or so much thereof as may be necessary, be, and the same is hereby, appropriated, to be expended under the direction of the Secretary of War, in completing the surveys of a ship canal to connect the Chesapeake and Delaware Bays; and the Secretary of War is hereby directed to report to Congress which of the various routes surveyed will afford the greatest protection in case of war and the greatest facilities to commerce by cheapening the cost of transportation from the city of Baltimore to the Atlantic Ocean together with the cost of said improvement and its approaches, and the annual cost of maintaining and operating said canal when constructed. *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of the said improvement. The Secretary of War is hereby directed, at his discretion, to cause an examination or survey, or both, and estimates of the cost of improvement proper to be made between City Island and New Rochelle Harbor, New York, and including the chan-

Proviso.

Survey, with report of cost of improvement, to be made between City Island and New Rochelle Harbor, etc.

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nel around Glen Island, the expense of such survey to be paid out of the amount appropriated in this act for examinations and surveys.

Improving harbor at Norfolk, Virginia: Continuing improvement of the harbor and its approaches, seventy-five thousand dollars. Norfolk Harbor.

Improving harbor at Charleston (including Sullivan's Island), South Carolina: Continuing improvement, three hundred thousand dollars. Charleston Harbor, etc.

Improving harbor at Brunswick, Georgia: Continuing improvement, twenty-five thousand dollars. Brunswick Harbor.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, fifty thousand dollars. Cumberland Sound.

Improving harbor of Savannah, Georgia: Continuing improvement of the harbor and river, two hundred thousand dollars. Savannah Harbor.

Improving Apalachicola Bay, Florida: Continuing improvement, twenty-five thousand dollars. Apalachicola Bay.

Improving harbor at Pensacola, Florida: Continuing improvement, fifty thousand dollars. Pensacola Harbor.

Improving Tampa Bay, Florida: Continuing improvement, twenty thousand dollars. Tampa Bay.

Improving harbor and river of Mobile, Alabama: Continuing improvement, one hundred and twenty-five thousand dollars. Mobile Harbor and River.

Improving Aransas Pass and Bay, Texas: Continuing improvement up to Rockport and Corpus Christi, one hundred thousand dollars. Aransas Pass and Bay.

Improving harbor at Brazos Santiago, Texas: Continuing improvement of the bar and harbor, sixty thousand dollars. Brazos Santiago Harbor.

Improving harbor at Galveston, Texas: Continuing operations at outer bar, three hundred thousand dollars. Galveston Harbor.

Improving Passo Cavallo, Texas: Improving Passo Cavallo Inlet into Matagorda Bay, sixty thousand dollars. Pass Cavallo Inlet.

Improving Sabine Pass, Texas: Continuing improvement at Sabine Pass and Blue Buck Bar, one hundred and fifty thousand dollars. Sabine Pass.

Improving harbor at Ashtabula, Ohio: Continuing operations to secure a sixteen-foot channel, twenty thousand dollars. Ashtabula Harbor.

Improving harbor at Black River, Ohio: Continuing improvement, seven thousand dollars. Black River (Lorain).

Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred and seventy-five thousand dollars. Cleveland Harbor.

Harbor of refuge near Cincinnati, Ohio: Continuing operations, sixteen thousand dollars. Harbor of refuge near Cincinnati.

Improving harbor at Fairport, Ohio: Continuing operations, ten thousand dollars. Fairport Harbor.

Improving harbor at Huron, Ohio: Continuing operations two thousand five hundred dollars. Huron Harbor.

Ice harbor at mouth of Muskingum River, Ohio: Continuing operations, forty thousand dollars. Ice Harbor, Muskingum River.

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Port Clinton Harbor.

Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars.

Sandusky Harbor.

Improving harbor at Sandusky City, Ohio: Continuing improvement, ten thousand dollars.

Toledo Harbor.

Improving harbor at Toledo, Ohio: Continuing improvement, fifty thousand dollars.

Vermilion Harbor.

Improving harbor at Vermillion, Ohio: Continuing improvement, three thousand dollars.

Michigan City Harbor.

Improving harbor at Michigan City, Indiana: Continuing operations at inner harbor, twenty thousand dollars; continuing operations at outside harbor, sixty thousand dollars.

Calumet Harbor.

Improving harbor at Calumet, Illinois: Continuing improvement, thirty-five thousand dollars: *Provided*, That with a view to the improvement of the Calumet River, in the State of Illinois, from its mouth to the Fork at Calumet Lake, the Secretary of War shall appoint a board of engineers who shall examine said river and report upon the practicability and the best method of perfecting and maintaining a channel for through navigation to said Fork at Lake Calumet, adapted to the passage of the largest vessels navigating the Northern and Northwestern Lakes, limitating [*sic*] and locating the lines of channel to be improved by the United States, and of docks that may be constructed by private individuals, corporations, or other parties, and clearly defining the same under the direction of the Chief of Engineers, United States Army; and the Secretary of War shall report to Congress the result of said examination, and the estimated cost of the proposed improvement; also what legislation, if any, is necessary, to prevent encroachments being made or maintained within the limits of the channel designated as above provided for.

Proviso.

Chicago Harbor.

Improving harbor at Chicago, Illinois: Continuing operations at outside harbor, dredging in outer harbor, and constructing exterior breakwater, two hundred thousand dollars.

Waukegan Harbor.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.

Quincy Bay.

Improving Quincy Bay, Illinois: Continuing improvement, fifteen thousand dollars.

Au Sable Harbor.

Improving harbor at Au Sable, Michigan: Continuing improvement, five thousand dollars.

Ice harbor of refuge, Belle River.

Improving ice-harbor of refuge at Bell River, Michigan: Continuing operations for removing bars, five thousand dollars.

Black Lake (Holland).

Improving harbor at Black Lake, Michigan: Continuing operations, ten thousand dollars.

Charlevoix Harbor.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars.

Cheboygan Harbor.

Improving harbor at Cheboygan, Michigan: Continuing improvement, ten thousand dollars.

Frankfort Harbor.

Improving harbor at Frankfort, Michigan: Continuing improvement, fifteen thousand dollars.

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Improving harbor at Grand Haven, Michigan: Continuing improvement, forty thousand dollars. Grand Haven Harbor.

Harbor of refuge at Grand Marais, Michigan: Continuing operations, forty thousand dollars. Grand Marais harbor of refuge.

Harbor of refuge at Lake Huron, Michigan: Continuing operations, seventy-five thousand dollars, of which twenty-five thousand dollars, or so much thereof as may be necessary may be used in dredging the bar in the middle of the harbor. Sandbeach (Harbor Beach).

Improving harbor at Ludington, Michigan: Continuing improvement, twelve thousand dollars. Ludington Harbor.

Improving harbor at Manistee, Michigan: Continuing improvement, fifteen thousand dollars. Manistee Harbor.

Improving harbor at Monroe, Michigan: Continuing improvement, one thousand dollars. Monroe Harbor.

Improving harbor at Muskegon, Michigan: Continuing improvement, twenty-five thousand dollars. Muskegon Harbor.

Improving harbor at Marquette, Michigan: Repair of existing works, sixteen thousand dollars. Marquette Harbor.

Improving harbor at Ontonagon, Michigan: Continuing improvement, twenty thousand dollars. Ontonagon Harbor.

Improving harbor at Pent Water, Michigan: Continuing improvement, ten thousand dollars. Pentwater Harbor.

Improving mouth and harbor of Cedar River, Michigan: Continuing improvement, fifteen thousand dollars. Cedar River Harbor.

Harbor of refuge at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars. Portage Lake harbor of refuge.

Improving harbor at Saint Joseph, Michigan: Continuing improvement of river and harbor at Saint Joseph, and of channel leading up to and including Benton Harbor, twelve thousand dollars. St. Joseph Harbor. Benton Harbor.

Improving harbor at Saugatuck, Michigan: Continuing improvement, eight thousand dollars. Saugatuck Harbor.

Improving harbor at South Haven, Michigan: Continuing improvement, seven thousand dollars. And three thousand dollars for removing obstructions in and dredging channel of river to railroad bridge. South Haven Harbor.

Improving harbor at Thunder Bay, Michigan: Continuing improvement by dredging channel one hundred and fifty feet wide to depth of fourteen feet, fifteen thousand dollars. Thunder Bay (Alpena) Harbor.

Improving harbor at White River, Michigan: Continuing improvement, twelve thousand dollars. White River (Lake).

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, twelve thousand dollars. Ahnapee Harbor.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty thousand dollars. Green Bay Harbor.

Improving harbor at Kenosha, Wisconsin: Continuing improvement six thousand dollars. Kenosha Harbor.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twelve thousand dollars. Kewaunee Harbor.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement, ten thousand dollars. Manitowoc Harbor.

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Menominee Harbor. Improving harbor at Menomonee, Wisconsin: Continuing improvement, fifteen thousand dollars.

Milwaukee Harbor. Improving harbor at Milwaukee, Wisconsin: Continuing improvement, ten thousand dollars.

Milwaukee Bay harbor of refuge. Harbor of refuge at Milwaukee Bay, Wisconsin: Continuing improvement, one hundred thousand dollars.

Oconto Harbor. Improving harbor at Oconto, Wisconsin: Continuing improvement, fifteen thousand dollars.

Port Washington Harbor. Improving harbor at Port Washington, Wisconsin: Continuing improvement, seventeen thousand dollars.

Racine Harbor. Improving harbor at Racine, Wisconsin: Continuing improvement, seven thousand dollars.

Superior Bay. Dredging Superior Bay, Wisconsin: Continuing operations forty thousand dollars.

Sheboygan Harbor. Improving harbor at Sheboygan, Wisconsin: Continuing improvement, thirty thousand dollars.

Sturgeon Bay harbor of refuge. Improving harbor of refuge at entrance of Sturgeon Bay, Canal, Wisconsin: Continuing improvement, twenty thousand dollars.

Two Rivers Harbor. Improving harbor at Two Rivers, Wisconsin: Continuing improvement, fifteen thousand dollars.

Muscatine Harbor. Improving harbor at Muscatine, Iowa: Continuing improvement, two thousand five hundred dollars.

Duluth Harbor. Improving harbor at Duluth, Minnesota: Continuing improvement, forty-five thousand dollars.

Grand Marais Harbor. Improving harbor at Grand Marais, Minnesota: Continuing improvement, twenty thousand dollars.

Humboldt Harbor and Bay. Improving Humboldt Harbor and Bay, California: Continuing improvement, forty thousand dollars.

Oakland Harbor. Improving harbor at Oakland, California: Continuing improvement two hundred thousand dollars.

Wilmington Harbor, Cal. Improving harbor at Wilmington, California: Continuing improvement, one hundred thousand dollars, of which a sum not exceeding ten thousand dollars, shall be applied for the survey of the harbor at Santa Monica.

Coos Bay and Harbor. Improving entrance to Coos Bay and Harbor, Oregon: Continuing improvement, thirty thousand dollars.

Yaquina Bay. Improving entrance to Yaquina Bay, Oregon: Continuing improvement, sixty thousand dollars.

Cathance River. Improving Cathance River, Maine: Continuing improvement, five thousand dollars.

Lubec Channel. Improving Lubec Channel, Maine: Continuing improvement, twenty thousand dollars.

Moosabec bar. Improving Moosabec Bar at Jonesport, Maine: Continuing improvement, ten thousand dollars.

Lamprey River. Improving Lamprey River, New Hampshire: Continuing improvement, ten thousand dollars.

Otter Creek. Improving Otter Creek, Vermont: Continuing improvement, two thousand dollars.

Merrimac River. Improving Merrimac River, Massachusetts: Continuing improvement, nine thousand dollars.

Taunton River. Improving Taunton River, Massachusetts: Continuing improvement, twenty-five thousand dollars.

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For construction of a harbor of refuge at Woods Holl, Massachusetts, fifty-two thousand dollars. Construction of harbor of refuge at Woods Hole.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, one hundred and twenty-five thousand dollars. Providence River and Narragansett Bay.

Improving Connecticut River, Connecticut: Continuing improvement below Hartford, forty five thousand dollars, five thousand dollars of which for the improvement of the channel of Salmon River. Connecticut River and channel of Salmon River.

Improving Housatonic River, Connecticut: Continuing improvement, two thousand dollars. Housatonic River.

Improving Thames River, Connecticut: Continuing improvement, thirty-five thousand dollars. Thames River.

Improving channel between Staten Island and New Jersey at Elizabethport: Continuing improvement, forty thousand dollars. Channel between Staten Island and New Jersey at Elizabethport.

Removing obstructions in East River and Hell Gate, New York: Continuing operations, two hundred thousand dollars. Removing obstructions, East River and Hell Gate.

Improving Hudson River, New York: Continuing improvement, ten thousand dollars. Hudson River.

Improving Niagara River, New York: Continuing improvement, one thousand five hundred dollars. Niagara River.

Improving Newtown Creek, New York: Continuing improvement, fifteen thousand dollars. Newtown Creek.

Improving Ticonderoga River, New York: Continuing improvement, five thousand dollars. Ticonderoga River.

Improvement Cheesequake's Creek, New Jersey: Continuing improvement, fifteen thousand dollars. Cheesequake Creek.

Improving Elizabeth River, New Jersey: Continuing improvement, eight thousand dollars. Elizabeth River.

Improving Mattawan Creek, New Jersey: Continuing improvement, six thousand dollars. Matawan Creek.

Improving Manasquan River, New Jersey: Continuing improvement, seven thousand dollars. Manasquan River.

Improving Passaic River, New Jersey: Improvement above Newark, seven thousand dollars; from Pennsylvania Railroad Bridge to mouth of river, forty-three thousand dollars. Passaic River.

Improving Rahway River, New Jersey: Continuing improvement, seven thousand dollars. Rahway River.

Improving Rancocas River, New Jersey: Continuing improvement, ten thousand dollars. Rancocas River.

Improving Raritan River, New Jersey: Continuing improvement, twenty-five thousand dollars, of which sum ten thousand dollars shall be expended on the south channel between Crab Island and Karney's Dock. Raritan River.

Improving Raritan Bay, New Jersey, from Perth Amboy and South Amboy to the main ship-channel off Great Kill, fifty thousand dollars. Raritan Bay.

Improving Cohansey Creek, New Jersey, five thousand dollars. Cohansey Creek.

Improving Salem River, New Jersey: Continuing improvement, one thousand five hundred dollars. Salem River.

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Shrewsbury River and South Shrewsbury River.

Improving Shrewsbury River, New Jersey: Continuing improvement, thirty thousand dollars, of which sum fifteen thousand dollars for the South Shrewsbury River and fifteen thousand for the north and main branch of the Shrewsbury River.

South River.

Improving South River, New Jersey: Continuing improvement, ten thousand dollars.

Woodbridge Creek.

Improving Woodbridge Creek, New Jersey: Continuing improvement, five thousand dollars.

Allegheny River.

Improving Allegheny River, Pennsylvania: Continuing improvement, fifteen thousand dollars.

Chester Creek.

Improving Chester Creek, Pennsylvania: Continuing improvement, three thousand dollars.

Schuylkill River.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty-five thousand dollars.

Delaware River.

Improving Delaware River between Trenton, New Jersey, and Bridesburgh, Pennsylvania: Continuing improvement ten thousand dollars.

Improving Delaware River below Bridesburgh, Pennsylvania; Continuing improvement, one hundred and thirty-six thousand dollars, of which sum eleven thousand dollars for improvement of Smith's Island Bar.

Improving Delaware River at Schooner Ledge, Pennsylvania and Delaware: Continuing improvement, forty thousand dollars.

Improving Delaware River near Cherry Island Flats, Pennsylvania and Delaware: Continuing improvement, one hundred thousand dollars.

Broad Creek River.

Improving Broad Creek [Broad Creek River], Delaware: Continuing improvement from its mouth to Laurel, five thousand dollars.

Indian River.

Improving Indian River, in the State of Delaware, ten thousand dollars.

Broadkill River.

Improving Broadkiln River, Delaware: Continuing improvement, five thousand dollars.

Smyrna River.

Improving Duck Creek [Smyrna River], Delaware: Continuing improvement at its mouth, two thousand dollars.

Mispillion Creek.

Improving Mispillion Creek, Delaware: Continuing improvement, three thousand dollars.

Pier, Delaware Bay, near Lewes.

Constructing pier in Delaware Bay near Lewes, Delaware: Continuing construction, thirteen thousand dollars.

Chester River.

Improving Chester River, Maryland: Continuing improvement from Spry's Landing to Crumpton, six thousand five hundred dollars.

Choptank River.

Improving Choptank River, Maryland: Continuing improvement between Denton and Greensborough, five thousand dollars.

Water passage between Deal Island and mainland (Upper Thoroughfare).

Improving upper water-passage or thoroughfare between Deal's Island and the main-land on Darnes Quarter, Maryland, five thousand dollars; and the unexpended balance of lower thoroughfare is appropriated to the upper passage or thoroughfare.

Potomac River and flats, near Washington.

Improving the Potomac River in the vicinity of Washington with reference to the improvement of navigation,

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the establishment of harbor lines, and the raising of the flats, under the direction of the Secretary of War, and in accordance with the plan and report made in compliance with the river and harbor act approved March third eighteen hundred and eighty-one, and the reports of the board of engineers made in compliance with the resolution of the Senate of December thirteenth, eighteen hundred and eighty-one, four hundred thousand dollars.

Attorney-General to examine all claims to title to premises to be improved, etc.

And it is hereby made the duty of the Attorney-General to examine all claims of the title to the premises to be improved under this appropriation, and see that the rights of the government in all respects are secured and protected; and if he deems it necessary he is authorized to cause a suit or suits in law or in equity to be instituted, in the name of the United States, in the supreme court of the District of Columbia, against any and all claimants of title under any patent which in his opinion was by mistake or was improperly or illegally issued for any part of the marshes or flats within the limits of the proposed improvement.

Archers Hope River.

Improving Archer's Hope River, Virginia: Continuing improvement, five thousand dollars.

Blackwater River.

Improving Black Water River, Virginia: For completion of improvement, one thousand five hundred dollars.

Chickahominy River.

Improving Chickahominy River, Virginia: Continuing improvement, five thousand dollars.

James River.

Improving James River, Virginia: Continuing improvement, seventy-five thousand dollars.

New River.

Improving New River, Virginia and West Virginia: Continuing improvement from mouth of Wilson, in Grayson County, to mouth of Greenbrier River, twelve thousand dollars, of which sum five thousand dollars shall be expended between the lead mines in Wythe County and the mouth of Wilson, in Grayson County.

Nomini Creek.

Improving Nomini Creek, Virginia: Continuing improvement, two thousand dollars.

Pamunkey River.

Improving Pamunkey River, Virginia: Continuing improvement, two thousand five hundred dollars.

Rappahannock River.

Improving Rappahannock River, Virginia: Continuing improvement, seventeen thousand dollars.

Staunton River.

Improving Staunton River, Virginia: Continuing improvement, seven thousand dollars, of which five thousand dollars to be expended between Roanoke Station and Brook Neal, and two thousand dollars to be expended between Brook Neal, in Campbell County, and the mouth of Pig River, in Franklin County, Virginia.

Totuskey River.

Improving Totusky River, Virginia: Continuing improvement, five thousand dollars.

Urbana Creek.

Improving Urbana Creek, Virginia: Continuing improvement, four thousand dollars.

York River.

Improving York River, Virginia: Continuing improvement, twenty-five thousand dollars.

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Dan River. Improving Dan River, Virginia and North Carolina: Continuing improvement, seven thousand five hundred dollars.

North Landing River. Improving North Landing River, Virginia and North Carolina: Continuing improvement, eight thousand dollars.

Elk River. Improving Elk River, West Virginia: Continuing improvement, two thousand dollars.

Kanawha River. Improving Great Kanawha River, West Virginia: Continuing improvement and operation of works, two hundred thousand dollars.

Little Kanawha River. Continuing the improvement of the Little Kanawha River, in West Virginia: To complete lock and dam, as estimated for by engineers, thirty-one thousand dollars:

Proviso. *Provided*, That no part of this amount shall be expended until the Little Kanawha Improvement Company shall have filed with the Secretary of War, to be approved by him, its agreement not to charge, in any manner, any tolls on the Little Kanawha River.

Guyandot River. Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars.

Cape Fear River. Improving Cape Fear River from the Ocean to Wilmington, North Carolina; Continuing improvement, two hundred and twenty-five thousand dollars.

Improving Cape Fear River from Wilmington to Fayetteville, North Carolina, thirty thousand dollars.

Contentnia Creek. Improving Contentnia Creek, North Carolina: Continuing improvement, ten thousand dollars.

Yadkin River. Improving Yadkin River, North Carolina, twenty-five thousand dollars.

Currituck Sound and North River bar, and Coanjock Bay. Improving Currituck Sound and North River Bar, North Carolina: Continuing improvement, including Coanjok Bay, twenty thousand dollars.

Beaufort Harbor. Improving Beaufort Harbor, North Carolina: Continuing improvement, thirty thousand dollars, five thousand dollars of which shall be applied to the improvement of the line of inland navigation from Beaufort Harbor to New Berne.

French Broad River. Improving French Broad River, North Carolina: Continuing improvement from Smith's bridge up, five thousand dollars.

New River. Improving New River, North Carolina, five thousand dollars.

Lillington River. Improving Lillington River, North Carolina: Continuing improvement, three thousand dollars.

Meherrin River. Improving Meherin River, North Carolina, five thousand dollars.

Neuse River. Improving Neuse River, North Carolina: Continuing improvement, thirty-five thousand dollars, five thousand dollars of which shall be applied to the improvement of the line of inland navigation from New Berne to Beaufort Harbor.

Roanoke River. Improving Roanoke River, North Carolina, five thousand dollars.

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Improving Pamplico and Tar Rivers, North Carolina: Continuing improvement, ten thousand dollars. Pamlico and Tar rivers.

Improving Trent River, North Carolina: Continuing improvement, ten thousand dollars. Trent River.

Improving Waccemaw River, North Carolina and South Carolina: Continuing improvement, four thousand four hundred dollars. Waccamaw River.

Improving Great Pedee River, South Carolina: Continuing improvement, six thousand dollars. Great Pedee River.

Improving Santee River, South Carolina: Continuing improvement, twenty thousand dollars. Santee River.

Improving Wappoo Cut, South Carolina: Continuing improvement, ten thousand dollars. Wappoo Cut.

Improving Wateree River, South Carolina: Continuing improvement, fifteen thousand dollars. Wateree River.

Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars. Altamaha River.

Improving Chattahoochee River, Georgia: Continuing improvement, twenty-five thousand dollars. Chattahoochee River.

Improving Coosa River, Georgia and Alabama: Continuing improvement, seventy-five thousand dollars; and the sum of eight thousand seven hundred dollars heretofore appropriated for the Etowa River is hereby transferred to the Coosa River below Rome, Georgia. Coosa River.

Improving Flint River, Georgia: Continuing improvement, twenty-five thousand dollars, of which sum fifteen thousand dollars shall be expended below Albany and ten thousand dollars from Albany to Montezuma. Flint River.

Improving Ockmulgee River, Georgia: Continuing improvement, five thousand dollars. Ocmulgee River.

Improving Oconee River, Georgia: Continuing improvement five thousand dollars, of which sum three thousand dollars shall be expended on Car Shoals. Oconee River. Car shoals.

Improving Oostenaula and Coosawattee Rivers, Georgia: Continuing improvement, one thousand dollars. Oostenaula and Coosawattee Rivers.

Improving Savannah River, Georgia: Continuing improvement between cities of Augusta and Savannah, twenty-five thousand dollars. Savannah River.

Improving the Savannah River about the city of Augusta: To continue improvement, fifteen thousand dollars.

Improving Apalachicola River, Florida: Continuing improvement, two thousand dollars. Apalachicola River.

Improving Peas [Peace] Creek, Florida: Continuing improvement, four thousand dollars. Peace Creek.

Improving Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars, and twenty thousand dollars of this amount may be used on the river above the mouth, if the Chief of Engineers shall consider it best for the interests of commerce. St. Johns River.

Improving Suwanee River, Florida: Continuing improvement five thousand dollars. Suwanee River.

Improving Volusia Bar, Florida: Continuing improvement, five thousand dollars. Volusia bar.

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Choctawhatchee River. Improving Choctawhatchee River, Florida and Alabama: Continuing improvement up to Newton, Alabama, twenty thousand dollars. That twelve thousand dollars of this amount shall be expended for the improvement of the river above Geneva to Newton, Alabama, and two thousand dollars of the balance for the improvement of La Grange Bayou from its mouth up to the town of Freeport, Florida.

Lagrange Bayou.

Escambia and Conecuh rivers. Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, twelve thousand dollars.

Alabama River. Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars.

Warrior and Tombigbee rivers. Improving Warrior and Tombigbee Rivers, Alabama and Mississippi: Continuing improvement, thirty thousand dollars, of which sum ten thousand dollars to be applied to the Warrior below Tuscaloosa, seven thousand five hundred dollars to the Tombigbee between Columbus and Vienna, seven thousand five hundred dollars to the Tombigbee between Vienna and Demopolis, and five thousand dollars below Demopolis.

Big Sunflower River. Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Noxubee River. Improving Noxubee River, Mississippi: Continuing improvement, ten thousand dollars.

Pascagoula River. Improving Pascagoula River, Mississippi: Continuing improvement, eight thousand dollars.

Pearl River. Improving Pearl River, Mississippi: Continuing improvement from Jackson to Carthage, two thousand five hundred dollars.

Roadstead into Back Bay of Biloxi. For improving the roadstead which leads into the Back Bay of Biloxi, on the Mississippi Sound, according to survey and estimate made, five thousand dollars.

Pearl River. Improving Pearl River below Jackson, Mississippi: Continuing improvement, fifteen thousand dollars.

Tallahatchie River. Improving Tallahatchee River above mouth of the Coldwater, Mississippi: Continuing improvement, three thousand dollars.

Tchula Lake. Improving Tchula Lake, Mississippi: Continuing improvement, two thousand five hundred dollars.

Tombigbee River. Improving Tombigbee River, Mississippi: Continuing improvement above Columbus, one thousand dollars.

Yalobusha River. Improving Yallabusha River, Mississippi: Continuing improvement, three thousand five hundred dollars.

Yazoo River. Improving Yazoo River, Mississippi: Continuing improvement, eight thousand dollars.

Bayou Bartholomew. Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Black. Improving Bayou Black [a] up to Houma, Louisiana: Continuing improvement, ten thousand dollars.

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[a] Discharges into Bayou Bœuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

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Improving Bœuf River, Louisiana: Continuing improvement, five thousand dollars. **Bœuf River.**

Improving Bayou Terre Bonne up to Houma, Louisiana: Continuing improvement, seven thousand dollars. **Bayou Terrebonne.**

Improving Calcasieu Pass, Louisiana: Continuing improvement, three thousand dollars. **Calcasieu Pass.**

Improving Calcasieu River, Louisiana: Continuing improvement, seven thousand dollars. **Calcasieu River.**

Improving Red River, Louisiana: Continuing improvement from the Atchafalaya to Fulton, Arkansas, including Bayou Pierre, Tone's Bayou, and to relieve the town of Alexandria from the encroachments of the river, seventy-five thousand dollars. **Red River.**

Improving Tchefuncte River and Bogue Falia, Louisiana: Continuing improvement, one thousand five hundred dollars. **Chefuncte River and Bogue Falia.**

Improving Tickfaw River, Louisiana: Continuing improvement, two thousand dollars. **Tickfaw River.**

Improving mouth of Brazos River, Texas: Continuing improvement, fifty thousand dollars. **Mouth of Brazos River.**

Improving Buffalo Bayou, Texas: Continuing improvement, fifty thousand dollars. **Buffalo Bayou.**

Protection of river bank at Fort Brown, Texas, one thousand dollars. **Protection of river bank, Fort Brown, Tex.**

Improving ship-channel in Galveston Bay, Texas: To complete improvement, ninety-four thousand five hundred dollars. **Ship channel, Galveston Bay.**

Improving Neches River, Texas: Continuing improvement, five thousand dollars. **Neches River.**

Improving Sabine River, Texas: Continuing improvement of Narrows above Orange, and deepening channel at mouth of river, four thousand dollars. **Sabine River.**

Improving Trinity River, Texas: Continuing improvement, eight thousand dollars. **Trinity River.**

Improving Arkansas River, Arkansas: Continuing improvement at Pine Bluff, twenty thousand dollars. **Arkansas River.**

Improving Arkansas River, Arkansas and Kansas: Continuing improvement between Fort Smith and Wachita [Wichita], twenty thousand dollars.

Improving Black River, Arkansas and Missouri: Continuing improvement, ten thousand dollars. **Black River.**

Improving Fourche Le Fevre River, Arkansas: Continuing improvement, four thousand dollars. **Fourche Le Fevre River.**

Improving Ouachita River, Arkansas and Louisiana: Continuing improvement, twelve thousand dollars. **Ouachita River.**

Improving Saline River [a], Arkansas: Continuing improvement, four thousand dollars. **Saline River.**

Improving White River between Jacksonport and Buffalo Shoals, Arkansas: Continuing improvement, six thousand dollars. **White River.**

Improving White and Saint Francis Rivers, Arkansas: Continuing improvement, twelve thousand dollars. **White and St. Francis rivers.**

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[a] A tributary of Ouachita River.

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Hatchee River.

Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand dollars.

Caney Fork River.

Improving Caney Fork River, Tennessee: Continuing improvement, four thousand dollars.

Obey River.

For continuing to completion the work on Obey's River, in Tennessee, a tributary of the Cumberland, five thousand dollars.

Clinch River.

Improving Clinch River, Tennessee: Continuing improvement, three thousand dollars.

Cumberland River.

Improving Cumberland River above Nashville, Tennessee: Continuing improvement above Nashville, Tennessee, thirty thousand dollars.

For continuing the improvement of the Cumberland River at Smith's Shoals, Kentucky, fifteen thousand dollars.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, fifteen thousand dollars.

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Improving Cumberland River above mouth of the Jellico, Kentucky: Continuing improvement, five thousand dollars.

South Fork of Cumberland River.

Improving South Fork of the Cumberland River, Kentucky, three thousand dollars.

Duck River.

Improving Duck River, Tennessee: Continuing improvement, three thousand dollars.

French Broad River.

Improving French Broad River, Tennessee: Continuing improvement, five thousand dollars.

Hiwassee River.

Improving Hiawassee River, Tennessee: Continuing improvement, one thousand five hundred dollars.

Tennessee River.

Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, seven thousand dollars.

Improving Tennessee River below Chattanooga, Tennessee and Alabama: Continuing improvements below Chattanooga, including Muscle Shoals and Shoal at Reynoldsburgh, two hundred and fifty thousand dollars.

Big Sandy River.

Improving Big Sandy River, Kentucky, twenty-five thousand dollars, of which sum five thousand dollars for the improvement of Louisa Fork and five thousand dollars for the improvement of Tug Fork.

Kentucky River.

Improving Kentucky River, Kentucky: Continuing improvement from mouth of river to Three Forks, two hundred and twenty-five thousand dollars of which sum seventy-five thousand dollars shall be used for the erection of a lock and movable dam at Beatysville, at junction of Three Forks.

Tradewater River.

Improving Treadwater [Tradewater] River, Kentucky: Continuing improvement, three thousand five hundred dollars.

Ohio River.

Improving Ohio River: Continuing improvement, three hundred and fifty thousand dollars.

Sandusky River.

Improving Sandusky River, Ohio: Continuing improvement, four thousand dollars.

Clinton River.

Improving Clinton River, Michigan: Continuing improvement, six thousand dollars.

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Improving Detroit River, Michigan: Continuing improvement, sixty thousand dollars. Detroit River.

Improving Grand River, Michigan: Continuing improvement from mouth of river to city of Grand Rapids, fifteen thousand dollars. Grand River.

Improving Saginaw River, Michigan: Continuing improvement, one hundred and twenty-five thousand dollars, of which sum sixty thousand dollars to be used opposite Bay City and for deepening the channel from the river into the bay, and sixty-five thousand dollars for improving the river above Bay City. Saginaw River.

Improving Chippewa River, Wisconsin: Continuing improvement, thirty-five thousand dollars: *Provided*, That nothing shall be done nor shall any improvement be made on the said Chippewa River under or in pursuance of this act, or the appropriation hereby made, which shall directly or indirectly prevent, interfere with, or obstruct the free navigation of the said river, as heretofore, by steamboats or other water-craft, or the free use thereof, as heretofore, for the floating, guiding, or sheering of loose logs or rafts of lumber or logs upon or down the same, or which shall directly or indirectly prevent, obstruct, or interfere with the use of any slough, arm, or branch of said river, as heretofore, for the holding, assorting or rafting of logs therein. Chippewa River. *Proviso.*

Improving Fox and Wisconsin Rivers, Wisconsin: Continuing improvement, two hundred thousand dollars: *Provided*, That the Secretary of War shall, without delay, cause the channel of the Lower Fox River between Lake Winnebago and the upper government dam at Appleton to be restored to its natural width and capacity, and shall cause such changes and alterations to be made in the dams at Menasha and Appleton, not inconsistent with security to navigation, as may be necessary to reduce to and maintain the waters of Lake Winnebago and Little Buttes des Mortes, respectively, at their natural height; and a sufficient amount of said sum appropriated is made immediately available. And three thousand dollars of this appropriation, or so much thereof as may be necessary, may be expended above Portage City, to prevent the overflow of the Wisconsin River into the Upper Fox River, so as to prevent injury to the government works on Fox River; and this expenditure may be made separately, or, if deemed more economical by the Secretary of War, in adding to any protecting works which may be made by the State of Wisconsin. Fox and Wisconsin rivers. *Proviso.*

Improving Saint Croix River below Taylor Falls, Minnesota and Wisconsin: Continuing improvement, thirty thousand dollars. St. Croix River.

Improving Wabash River, Indiana and Illinois: Continuing improvement below Vincennes, forty thousand dollars; continuing improvement between Vincennes and Lafayette, thirty thousand dollars. Wabash River.

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White River. Improving White River, Indiana: Continuing improvement from Wabash River to Portersville, and to falls on West Fork, twenty thousand dollars.

Illinois River. Improving Illinois River, Illinois: Continuing improvement, one hundred and seventy-five thousand dollars.

Reservoirs at headwaters of Mississippi River. Reservoirs at headwaters of Mississippi River: Continuing operations, three hundred thousand dollars; and this sum shall be expended at such places on said headwaters of the Mississippi River and its tributaries as the Secretary of War shall determine: *Provided*, That the Secretary of War be, and he is hereby authorized and empowered to enter upon, purchase, take, and hold any lands or premises, and any materials of stone, timber, or other kinds, that may be necessary and proper for the construction of said works. And in case the owner of such lands, premises, and materials and the Secretary of War can not agree as to the value of the lands, premises, and materials taken or to be taken for said use, then the value thereof shall be determined by the appraisal of three disinterested commissioners who may be appointed upon application by either party to the judge of the United States district court for the district in which such land, premises, or materials may be situate; and said commissioners, in their assessment of damages, shall appraise such lands, premises, and materials at what would have been the value thereof, if said works had not been constructed; and upon return into said United States district court of such appraisement, and upon the payment into the same of the estimated value of said land, premises, and materials so taken and appraised as aforesaid, said land, premises, and materials shall be deemed to be, and shall become, the property of the United States, which shall thereby acquire full title to the same. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into said court, file an appeal therefrom and demand a trial by jury in said court to estimate and ascertain the damages sustained: *Provided further*, That the money hereby appropriated shall be used solely for the improvement of the navigation of the Mississippi River and its tributaries, and no part thereof shall be expended with the view to the improvement of private property. And the Secretary of the Interior is hereby authorized and directed to ascertain what, if any, injury is occasioned to the rights of any friendly Indians occupying any Indian reservation by the construction of any of the said dams, or the cutting or removing of trees or other materials from any such reservation for the construction or erection of any of said dams, and to determine the amount of damages payable to such Indians therefor; and all such damages to private property and to friendly Indians, when ascertained and determined in the manner herein directed and provided, shall be paid by the United States:

Proviso.

Proviso.

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Provided, however, That such damages shall not exceed ten per centum of the sums hereby appropriated for the construction of said reservoirs. *Proviso.*

Improving Upper Mississippi River: Operating snag-boat, twenty-five thousand dollars. Upper Mississippi River.

Improving Mississippi River above Falls of Saint Anthony, Minnesota: Continuing improvement, ten thousand dollars. Mississippi River above falls of St. Anthony.

Improving Mississippi River from Saint Paul to Des Moines Rapids, Minnesota, Iowa, Missouri, Illinois, and Wisconsin: Continuing improvement, two hundred and fifty thousand dollars, of which sum fifteen thousand dollars shall be expended in improving the channel and banks of the river on the west side thereof at Saint Paul.

That the sum of thirty thousand dollars, or so much thereof as may be necessary, be, and the same is hereby, appropriated for the construction of a dry dock at the Des Moines Rapids Canal, on the Mississippi River, at such site as may be selected thereon by the Secretary of War; said dry dock to be used for the construction, examination, repairing, and use of boats, dredges, barges, scows, and other vessels of the United States, and the construction, examination, and repair of vessels for private parties, under such regulations and for such compensation as may, from time to time, be fixed and regulated by the Secretary of War; this appropriation to be expended under the direction of the Secretary of War. Construction of dry dock at Des Moines Rapids Canal.

That whenever the government shall not further use the old lock of the Sault Sainte Marie Canal it shall be converted into a dry dock for the repair of government dredges, revenue cutters, and other craft belonging to the government, and for other craft belonging to private persons, on such terms as the Secretary of War shall prescribe; and for the expense of such construction the amount of sixty-five thousand dollars, balance of tolls in the possession of the State of Michigan, and offered to the United States for this purpose, be accepted by the United States. Old lock of St. Marys Falls Canal converted into dry dock, etc.

Improving Des Moines Rapids, Mississippi River, Iowa, and Illinois: Continuing improvement, thirty thousand dollars. Des Moines Rapids.

Examinations and surveys at South Pass, Mississippi River: To ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work, ten thousand dollars. South Pass, Mississippi River.

Gauging waters of Lower Mississippi and its tributaries, and the Columbia River, Oregon: Annual expense of gauging the waters of the Mississippi River and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries, as required by joint resolution of February twenty-first, eighteen hundred and Gauging waters of lower Mississippi and Columbia rivers.

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seventy-one, five thousand five hundred dollars, of which sum five hundred dollars for annual expenses of gauging the waters of the Columbia River from Astoria to the bar.

Mississippi, Missouri, and Arkansas rivers.

Improving Mississippi, Missouri, and Arkansas Rivers: Continuing removal of snags, wrecks, and other obstructions from the Mississippi River, eighty-five thousand dollars; from the Missouri River, sixty-five thousand dollars; from the Arkansas River, thirty-five thousand dollars.

Cuivre River.

Improving Cuivre River, Missouri: Continuing improvement from mouth to Chain of Rocks, and removing snags and other obstructions, five thousand dollars.

Gasconade River.

Improving Gasconade River, Missouri: Continuing improvement, ten thousand dollars.

Missouri River.

Improving Missouri River from its mouth to Sioux City, Iowa, including such harbors on said river now in the course of improvement as in the judgment of the Chief of Engineers will benefit commerce and navigation, eight hundred and fifty thousand dollars.

Improving Missouri River from Sioux City to Fort Benton, one hundred thousand dollars.

Survey of Missouri River from its mouth to Fort Benton, Montana: Continuing the survey forty thousand dollars.

Yellowstone River.

Improving Yellowstone River, Montana and Dakota: Continuing improvement, twenty thousand dollars.

Red River of the North.

Improving Red River of the North, Minnesota and Dakota: Continuing improvement, ten thousand dollars.

Goose Rapids.

Constructing dam at Goose Rapids, Red River of the North, Minnesota and Dakota: Continuing construction of lock and dam, thirty thousand dollars.

St. Anthonys Falls.

Improving Saint Anthony's Falls, Minnesota: Continuing improvement, twenty-five thousand dollars.

Petaluma Creek.

Improving Petaluma Creek, California: Completing improvement, fourteen thousand dollars.

Sacramento River.
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Improving Sacramento River, California: For the improvement and protection of the navigable channels of the Sacramento and Feather Rivers, to be expended under the direction of the Secretary of War, two hundred and fifty thousand dollars.

San Joaquin River.

Improving San Joaquin River and Morgan Slough, California: Continuing improvement, forty thousand dollars.

Canal around Cascades of Columbia River.

Constructing canal around Cascades of Columbia River, Oregon: Continuing construction two hundred and sixty-five thousand dollars.

Upper Columbia River.

Improving Upper Columbia River, Oregon: Continuing improvement of Upper Columbia River, including Snake River, six thousand dollars.

Lower Willamette River.

Improving Lower Willamette and Columbia Rivers, Oregon: Continuing improvement from Portland, Oregon, to the sea, including bar at mouth of Columbia River, one hundred thousand dollars.

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Improving Upper Willamette River, Oregon: Continuing improvement of Upper Willamette, including Yamhill River, five thousand dollars. Upper Willamette River

Improving Lower Clearwater River, Idaho: Continuing improvement five thousand dollars. Lower Clearwater River.

Improving Cowlitz River, Washington Territory: Continuing improvement, one thousand dollars. Cowlitz River.

Improving Skagit, Stielaquamish, Nooksack, Snohomish, and Snoqualmie Rivers, Washington Territory: To build, equip, and operate snag-boat for one year, twenty-thousand dollars. Snag boat—Skagit, Stilaguamish, Nooksak, and Snoqualmie rivers.

Improving mouth of Coquille River, Oregon: Extension of jetty already commenced, ten thousand dollars, of which sum two thousand dollars for removing snags in upper river, at discretion of Secretary of War. Coquille River.

Examinations, surveys, and contingencies of rivers and harbors: Examinations and surveys, and for contingencies, and for incidental repairs of harbors for which there is no special appropriation, one hundred and fifty thousand dollars, of which sum fifty thousand dollars for surveys and one hundred thousand dollars for contingencies, including incidental repairs of harbors. Examinations and surveys.

For expenses of a board of engineers to examine in detail the mouth of the Columbia River, Oregon, and report such plan, with estimates, for its permanent improvement, as they approve, the said board being required to report before the next session of the present Congress, seven thousand five hundred dollars. Board of Engineers to examine mouth of Columbia River, etc.

Improving Susquehanna River above and below Havre de Grace, Maryland, twenty-five thousand dollars, of which sum seven thousand five hundred dollars shall be expended above the bridge, and five thousand dollars for the completion of the channel to the Fishing Battery Light-House and for strengthening and extending the piers and breakwater for the protection of said channel. Susquehanna River.

Improving Elk River, Maryland: Continuing improvement, six thousand five hundred dollars. Elk River.

Improving Malden River, Massachusetts, ten thousand dollars. Malden River.

Constructing harbors of refuge on Lake Pepin, twenty thousand dollars, of which sum ten thousand dollars at Stockholm, Wisconsin, and ten thousand dollars at Lake City, Minnesota. Harbors of refuge on Lake Pepin.

Improving harbor at New Buffalo, Michigan, five thousand dollars. New Buffalo Harbor.

Improving Appomattox River, Virginia, thirty-five thousand dollars. Appomattox River.

Construction of ice-harbor at Dubuque, Iowa, twenty thousand dollars. Ice harbor at Dubuque.

Improving Chippewa River at Yellow Banks, thirty thousand dollars. Chippewa River.

Improving Cocheco River, New Hampshire; completing improvement, twenty-eight thousand dollars. Cocheco River.

Improving Frankford Creek, Pennsylvania, ten thousand dollars. Frankford Creek.

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Pensaukee Harbor. Improving Pensaukee Harbor, Wisconsin, ten thousand dollars.

Royal River. Improving Royal River, Maine, ten thousand dollars.

Mamaroneck Harbor. Improving Mamaroneck Harbor, New York, fifteen thousand dollars.

Sacketts Harbor. Improving Sackett's Harbor, New York, seven thousand dollars.

Corsica Creek. Improving Corsica Creek, Maryland, five thousand dollars.

Romerly Marsh. Improvement of Romley [Romerly] Marsh, Georgia, by route designated in the survey of engineers as route numbered four, ten thousand dollars.

Grass River. Improving Grass River at Massena, New York, three thousand dollars.

Edisto River. Improving Edisto River, South Carolina, eight thousand dollars.

Georgetown Harbor. Improving Georgetown Harbor, South Carolina, seven thousand dollars.

Cahaba River. Improving Cahaba River, Alabama, twenty thousand dollars.

Salkahatchie River. Improving Salkahatchie River, South Carolina, five thousand dollars.

Tallapoosa River. Improving Tallapoosa River, Alabama, fifteen thousand dollars.

Key West Harbor. Improving Key West Harbor, Florida, especially the northwest channel, twenty-five thousand dollars.

Manatee River. Improving Manatee River, Florida, twelve thousand dollars.

Caloosahatchee River. Improving Caloosahatchee River, Florida, five thousand dollars.

Lynn Harbor. Improving Lynn Harbor, Massachusetts, sixty thousand dollars.

Little Tennessee River. Improving Little Tennessee River, Tennessee, five thousand dollars.

White River. Improving White River above Buffalo Shoals, Arkansas, four thousand dollars.

Chehalis River. Improving Chehalis River, Washington Territory, three thousand dollars.

Greenport Harbor. Improving Greenport Harbor, New York, ten thousand dollars.

Hay Lake channel, St. Marys River. Improving Hay Lake Channel of the Sault Sainte Marie River, via the Middle Neebish, two hundred thousand dollars, of which amount the sum of ten thousand dollars may be expended in improving the East Neebish channel.

Keyport Harbor. Improving Keyport Harbor, New Jersey, from the Keyport Steamboat Company's Wharf to Raritan Bay Channel, thirty thousand four hundred and seventy-five dollars.

Maurice River. Improving Maurice River, New Jersey, three thousand dollars.

Mantua Creek. Improving Mantua Creek, New Jersey, three thousand dollars.

Woodbury Creek. Improving Woodbury Creek, New Jersey, five thousand dollars.

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Improving Racoon River, New Jersey, three thousand dollars. Raccoon River.

Improving North Branch of Susquehanna River, Pennsylvania, fifteen thousand dollars. North Branch, Susquehanna River.

Improving Clinton Harbor, Connecticut, three thousand dollars. Clinton Harbor.

Improving South Forked Deer River, Tennessee, three thousand dollars. South Forked Deer River.

Improving Old Town Creek, Mississippi, three thousand dollars. Old Town Creek.

Improving Monongahela River, West Virginia: Continuing improvement, twenty-five thousand dollars. Monongahela River.

For continuing the practical test of the flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams, eight thousand dollars. Adams's flume.

That the Secretary of War be, and he is hereby, authorized and directed to survey and locate a canal [a] from a point on the Illinois River at or near the town of Hennepin, by the most practicable and convenient route, to the Mississippi River at or above the city of Rock Island, with a branch canal or feeder from the most practicable and convenient point on Rock River to the most practicable and convenient point on the main line of said canal. Said canal and said branch shall not be less than seventy feet wide at the water-line, and not less than seven feet in depth of water, with locks not less than one hundred and fifty feet in length and twenty-one feet in width, and with a capacity for vessels of at least two hundred and eighty tons burden; and for that purpose the Secretary of War shall have power and authority, by engineers and agents employed by him, to enter upon any lands for the purpose of making the necessary preliminary examinations and surveys; and the cost of construction, the annual cost of maintenance, and economy of use of said canal, when completed, shall be estimated and accompany the said surveys; and the Secretary of War shall cause to be made by skillful engineers of the Army a survey of the Illinois and Michigan Canal connecting the Illinois River with Lake Michigan at Chicago, and estimates of the cost of enlarging the same so as to correspond in dimensions with the proposed canal between Hennepin and the Mississippi River, and to report to the next session of Congress the cost of enlarging said canal, and the construction of the canal between Hennepin and the Mississippi River and the right of way therefor; and for the purposes of this paragraph the sum of thirty thousand dollars, or so much thereof as may be necessary, is hereby appropriated. *Provided* that nothing herein shall be construed to commit the government to proceed with the construction of the said improvement.

Survey and location for Illinois and Mississippi Canal, from near Hennepin, Ill., on Illinois River, to Mississippi River at Rock Island with branch feeder, etc.

Survey of Illinois and Michigan Canal for purpose of enlarging, etc.

Proviso.

[a] The Illinois and Mississippi Canal.

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Mississippi River, from Head of Passes to Cairo, etc.

Improving Mississippi River: That the sum of four million one hundred and twenty-three thousand dollars be, and is hereby, appropriated, or so much thereof as may be necessary out of any money in the Treasury not otherwise appropriated, for the improvement of the Mississippi River from the Head of the Passes to Cairo including the harbors of New Orleans, Natchez, Vicksburgh, Memphis, a lock at the mouth of Bayou Plaquemine, Louisiana, and the rectification of the Red and the Atchafalaya Rivers at the mouth of Red River; six hundred thousand dollars from Cairo to the Illinois River including Alton Harbor on which a sum not exceeding thirty-five thousand dollars shall be expended; and two hundred thousand dollars from the Illinois River to the Des Moines Rapids, including a stone and brush revetment at or near Quincy; which said sums shall be expended by the Secretary of War in accordance with the plans, specifications, estimates, and recommendations of the Mississippi River Commission created by the act approved June twenty-eighth, eighteen hundred and seventy-nine, or according to such plans, specifications and estimates of the Engineer Department of the Army which, having been approved by the Secretary of War, may be adopted by the said Mississippi River Commission for such parts of the said river as the said commission may not have completed the survey of: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands by overflows: *Provided, however*, That the commission is authorized to repair and build levees if in their judgment it should be done as a part of their plan to afford ease and safety to the navigation and commerce of the river and to deepen the channel: *Provided*, That the Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure of said sums, and shall cause to be made and submitted to Congress annual reports, on or before January first, giving detailed statements of the work done, the expenditures made, and the effect of such work, together with such recommendations as he may deem it proper to lay before Congress. It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements, other than surveys and estimates, in carrying on the various works, as far as can be without actual detriment to the interest of the government, by contract. Where such works cannot be done by contract without injury to the public interest, they may be prosecuted by hired labor. Where said works are done by contract, such contract shall be made after sufficient public advertisment for proposals, in such manner and form as the Secretary of War shall prescribe; and such con-

21 Stat., 37.

Provisos.

Levees.

Manner of making improvements.

Proposals. Contracts to be made after advertisement.

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tracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution of the work according to such contract, and for the proper payment of all liabilities incurred in the prosecution therefor for labor and material.

Lowest bidder.

That whatever balance there may be on hand for the improvement of the mouth of Red River shall be expended by the Secretary of War according to the plans and recommendations of the Mississippi River Commission; and they are hereby authorized to expend so much of said balance as may be necessary in purchasing or constructing a dredge boat or boats, and in maintaining a navigable channel through the mouth of the Red River into the Mississippi River.

Balance for improvement of mouth of Red River to be expended, etc.

That the power and authority granted to the Secretary of War under and by virtue of section four of the act of Congress approved June fourteenth, eighteen hundred and eighty, relating to wrecks and sunken vessels be, and the same are hereby, enlarged so that the Secretary of War may, in his discretion, sell and dispose of any such sunken craft, vessel, or cargo, or property therein, before the raising or removal thereof, according to the same regulations that are in the said act prescribed for the sale of the same after the removal thereof; and all laws and parts of laws inconsistent herewith are hereby repealed. [a]

Vol. 21, p. 197. *Ante*, p. 330 Vol. 26, p 454. *Post*, p. 583. Vol. 30, pp. 1152, 1154. *Post*, pp. 889, 891.

Wrecks and sunken vessels may be sold before raising or removal.

That no tolls or operating charges whatsoever shall be levied or collected upon any vessel boats, dredges, craft, or other water-craft passing through any canal or other work for the improvement of navigation belonging to the United States.

Tolls.

That authority is hereby given to the Secretary of War to expend the money [b] appropriated by the act approved March third, eighteen hundred and seventy-nine, in the construction of a harbor of refuge at Port Orford, on the Pacific coast, if in his opinion it be deemed judicious to do so.

Harbor of refuge, Port Orford, Oreg. Vol. 20, p. 372. *Ante*, p. 297. Vol. 29, p. 214. *Post*, p. 761.

That the Secretary of War is hereby authorized and directed to settle the claims of Charles McCafferty and D. [M.] and C. P. Dull, contractors for locks numbered four and five on the Great Kanawha River, under contracts made in eighteen hundred and seventy-four, and eighteen hundred and seventy-five, and subsequently for work done by reason of changes in the contracts and for losses caused by such changes, and by extra work and other losses incurred from such and other causes beyond their control, and report what amount, if any, he finds

Charles McCafferty, D. M. Dull, C. P. Dull; claims of, to be settled, etc. Vol. 25, p. 8. *Post*, p. 471.

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[a] This paragraph is amended by section 8 of the river and harbor act approved September 19, 1890, and sections 15, 19, and 20 of the river and harbor act approved March 3, 1899.

[b] The act of 1879 appropriated $150,000. By act of June 3, 1896, the unexpended balance was made available for wharf construction at Graveyard Point, Port Orford Harbor.

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to be due to said contractors at the next session of Congress.

Appropriation for ice harbor at St. Louis transferred and expended for improving channel of Mississippi River opposite St. Louis

That the unexpended sums heretofore appropriated for an ice-harbor at Saint Louis, Missouri, be, and the same are hereby transferred and appropriated, to be expended under the direction of the Secretary of War, for the improvement of the channel of the Mississippi River opposite the city of Saint Louis, Missouri, by repairing and raising the present low dam across the channel east of Arsenal Island, known as Cahokia Chute, and by the construction of such other works in or near said Cahokia Chute as may be deemed advisable to accomplish the same purpose.

Cahokia Chute.

Secretary of War to ascertain and report as to purchase of franchise, etc., of Little Kanawha Navigation Co.

That the Secretary of War be, and he is hereby, directed to ascertain and report to the next Congress upon what terms the franchise and property of the Little Kanawha Navigation Company, in West Virginia, can be obtained and conveyed to the United States.

Examinations and surveys.

That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, and estimates of cost of improvements proper to be made, at the following points, namely:

Youghiogheny River from McKeesport to Connellsville, Pennsylvania.

Red River from its mouth to Fulton.

Little River and Saline [a], Arkansas.

Alameda Creek, Alameda County, California.

Norwalk Harbor, Connecticut.

Harbor at Cedar Keys, Florida.

Connecticut River from Bellows Falls, Vermont, to Pittsburgh, New Hampshire.

Newton Creek, Camden County, New Jersey.

Pensaukin Creek, Camden and Burlington Counties, New Jersey.

Milford Haven (an estuary), Virginia.

Quantico Creek, Virginia.

Piankatank River, Virginia.

Sangamon River, Illinois, from its mouth to Petersburgh.

Shoal between Dauphin Island and Cedar Point, Alabama.

Gowanus Creek at Brooklyn, New York.

Yallabusha River above Grenada, Mississippi.

Loosacoona River, a tributary of the Yallabusha, Mississippi.

The channel known as the Old River Bed, leading from Cuyahoga River to the harbor of refuge now under construction at Cleveland, Ohio.

Atchafalaya River between Berwick's Bay and the Gulf of Mexico; and, if made, to be accompanied with a report showing the cost of deepening the channel of said river.

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[a] Saline Creek, a tributary of Little River.

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The channel of the Saint John's River at its entrance into and exit out of Lake Monroe, and between Lake George and Lake Monroe, for straightening and improving the navigation of said river between the said laks [*sic*]

Wetipkin Creek, Maryland.

Passaic River between Passaic and Paterson, New Jersey.

Minnesota River near the village of Belle Plain, with a view to prevent the washing away of the banks of said river opposite said village.

Androscoggin River below Brunswick, Maine.

Penobscot River and Bangor Harbor, Maine.

Resurvey of the breakwater at the mouth of Saco River, Maine.

Ohio River at Rochester and Freedom, Pennsylvania, for ice-breakers.

Delaware River above Philadelphia.

Delaware River in front of Philadelphia, by removal of Windmill or Smith's Island, or the bar above the same.

Madison Harbor, in the State of Connecticut.

Duck Island Harbor, in the State of Connecticut, with a view to the construction of a short breakwater for a harbor of refuge.

Harbor at Caseville, Michigan.

Harbor at Cross Village, Michigan.

Santa Monica Bay, California.

Boston Harbor, Massachusetts, and especially Fore Point Channel and the channel leading to the wharves of the New York and New England Railroad.

Sandy Bay, Rockport, Massachusetts, with a view to the construction of a breakwater for a harbor of refuge [a].

Pawtucket River, Rhode Island.

Black Rock Harbor, Connecticut.

Pawtuxet Harbor, Rhode Island.

Bissell's Cove, Rhode Island.

Redwood Slough, San Mateo County, California.

White River, Arkansas, at the Memphis and Little Rock Railroad Bridge, near Duvall's Bluff, with a view of removing obstructions from the channel.

North Branch of the Susquehanna River from Pittston to Athens.

The sound [b] between Beaufort and New River, and White Oak River to Smith's Mills, North Carolina.

For a channel inside the shoals along the coast of Florida, from Cedar Keys to Clear Water Harbor and Tampa, Florida.

The headland in the town of Hull, at the entrance to Boston Harbor, Massachusetts, being the northerly side

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[a] The project submitted pursuant to this item contemplated the construction of a national harbor of refuge of the first class.

[b] Bogue Sound, etc.

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of Telegraph Hill, south of Quarter Ledge, with a view to its protection by sea-wall or otherwise.

Ice-harbor at Middleport, Meigs County, Ohio.

Clear Lake, Lake County, California.

Sulphur River, Texas, from its mouth to Sulphur Station.

Pearl River, Mississippi, above Carthage.

Stamford Harbor and Westport Harbor, Connecticut.

Edenton Bay, North Carolina.

Ipswich River and Sandy Bay [a], at the end of Cape Ann, Massachusetts.

Water-route to connect the Calcasieu River with Sabine Pass.

Illinois and Des Plaines River between La Salle and Joliet, in Illinois.

Shoal Harbor and Compton's Creek, New Jersey.

Stoneybrook Harbor, Suffolk County, New York.

Pocomoke River, Maryland, with a view to a cut-off in the bend just below Snow Hill.

D'Arbonne River, Bayou Roundaway, and Bayou Vidal, Louisiana.

Peekskill Harbor, on the Hudson River, New York.

Cumberland River and its principal tributaries above Pineville, Kentucky.

Extending the survey of the Louisa [Levisa] Fork of the Big Sandy River to Grundy Court-House, Virginia.

Minisceongo Creek at its outlet into the Hudson River, New York.

Saugerties Harbor on Hudson River, New York.

Branford Harbor, Connecticut.

North River in front of Jersey City and Hoboken, to determine what is necessary to permanently deepen the channel on the New Jersey side.

To open a passage between the north end of Indian River and Mosquito Lagoon, Florida.

Champlain River, Clinton County, New York, from the lake up to Champlain Town.

For breakwater at Rouse's Point, on Lake Champlain, New York.

Ouachita River from Camden to Arkadelphia, Arkansas.

Big Bayou Metre [Meto], Arkansas, from its mouth up.

The Lewis, Humptulup, and Dawamish Rivers, Washington Territory.

Sebewaing Harbor, Michigan, resurvey, to obtain twelve feet of water in channel from Saginaw Bay.

Harbor at Ludington, Michigan, with a view to exam-

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[a] It being presumed that the requirements of the act respecting this item were fully met by the reports submitted upon examination and survey of Sandy Bay with a view to the construction of a breakwater for a harbor of refuge, required by a previous paragraph in this act, no further or additional report on the subject was made.

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ination by a board of engineers and report of a plan, and expense of same, for making a harbor of refuge.

Wisconsin River from Portage to Merrill.

The lakes near the headwaters of the Cannon River in Rice and Le Sueur Counties, Minnesota, with a view to adding the same to the reservoir system of the Mississippi River and its tributaries.

Southold Harbor, Suffolk County, New York.

Channel-way of Peconic River entering Peconic Bay, and channel-way from Riverhead to Great Peconic Bay, Suffolk County, New York.

Channel from Pearsall's Dock to Flat Creek, in Hempstead Bay, Queens County, New York.

The source of the Minnesota River, near the foot of Big Stone Lake, with a view of its being added to the reservoir system of the Mississippi River and its tributaries.

Natalbany River, Louisiana.

Iowa River from Wapello to its mouth.

Delaware River between Trenton, New Jersey, and Port Jervis, New York.

Leipsic River, Delaware, from the Delaware River to the town of Leipsic.

Waccamaw River between Conwayborough, South Carolina, and Waccamaw Lake, North Carolina.

Broad River from Rutherfordton, North Carolina, to South Carolina line.

Tionesta Creek, Pennsylvania.

Harbors of Port Henry and Port Marshall, on Lake Champlain, New York.

Boquet River, New York.

Harbor of Cedar Keys, Florida, especially the northwest channel.

Saint Mark's River, Florida.

Isle of Wight and Upper Synepuxent Bay, Maryland and Indian River, Delaware, with the intervening land, with a view to connect their waters.

Monokin [Manokin] River from its mouth to Princess Anne.

Wicomico River [a] from its mouth to Salisbury.

From Deal to Seabright, on the New Jersey coast, with a view to build a breakwater to protect the shore and harbor at Long Branch.

The shoal between Dauphin Island and Cedar Point, Alabama, with a with a [*sic*] view of ascertaining the most practicable point for making a channel through the same of sufficient depth and width to afford a good and safe passage for steamboats and other vessels in the trade between the waters of Mobile Bay and other places on the Gulf of Mexico.

Newtown Creek from its mouth to Metropolitan avenue in Brooklyn, New York.

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[a] On the eastern shore.

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Ouachita River from its mouth to Camden, Arkansas.

Clubfoot, Harlow, and Newport Rivers, North Carolina, on line of inland navigation to Beaufort Harbor.

The harbors of Monroe and Trenton, Louisiana, on the Ouachita River, with a view to prevent the caving of banks.

Mouth of Lake Palmyra where it enters the Mississippi River.

Bayou La Fourche, Louisiana.

Alligator River, North Carolina.

Black River, North Carolina.

Sound between Morehead City, in Carteret County, North Carolina.

Town Creek [a], Beaufort County, North Carolina.

Pungoteague Creek, from Bogg's Wharf to the Warehouse, Accomack County, Virginia.

Bay River, North Carolina.

Hull's Creek, Northumberland County, Virginia.

Hunting Creek, Accomack County, Virginia.

Great Wicomico from Cedar Point to Indian Point, Northumberland County, Virginia.

Cape Fear River above Fayetteville, North Carolina.

Piscataway Creek, Essex County, Virginia.

Cherrystone Creek, Virginia.

Roanoke River, North Carolina.

Calumet River, Illinois and Indiana.

The stone formation in the Kankakee River at Momence, Illinois; and if made, to be accompanied by an estimate of the cost of removing the same.

That the Secretary of War shall cause to be made a survey and estimate of the cost of excavating a channel through the Grand and Little Chains in the Ohio River sufficient to pass boats and give a depth of six feet at low water.

Piscataway Creek, Prince George's County, Maryland.

Chicamuxen Creek, Charles County, Maryland.

Port Tobacco Creek, Charles County, Maryland.

Dividing Creek [La Trappe River], Talbot County, Maryland.

Taggart's [Tygarts] Valley River, West Virginia, above Grafton to the Three Forks of Buckhannon, and furnish an estimate of the cost of removing the obstructions in the Buckhannon River from the town of Buckhannon to the Three Forks of said river.

Pecatonica River, from Argyle to Wayne, La Fayette County, Wisconsin.

For the extension and completion of the breakwater, near the third, in Portsmouth Harbor, New Hampshire, connecting Goat Island and New Castle.

At and near the mouth of the Great Bay, so-called, with a view to increasing the depth of the flow of water

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[a] Empties into Pamlico River 16 miles below Washington; sometimes called "Bath Creek."

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and improvement of the navigation of the Piscataqua River and its tributaries.

Steele's Bayou, in Mississippi, from its mouth to Swan Lake, in Washington County.

The Yazoo Pass [a], including examination and estimate as to cost and feasibility of putting a lock so as to connect the Pass with the Mississippi River.

Roebuck Lake, a tributary of the Yazoo River, in Le Flore County, Mississippi.

Survey of Black River from its mouth to Trinity, Louisiana, with a view of improving its navigation by shortening its channel by cut-off.

Red River, Louisiana, from the Atchafalaya to Fulton, Arkansas, including relieving the town of Alexandria from the encroachments of the river, removing snags from Cane River, and closing the outlet of the river known as "Sale and Murphy Canal."

Bayou Pierre, Louisiana, by removing raft therefrom.

Loggy Bayou, Lake Bisteneau, and the Dorcheat, Louisiana; Cane River, Louisiana; and Petit Anse Bayou, Louisiana.

To make such survey and report as to the cost of placing locks and dams on the Cumberland River from Nashville, Tennessee, to the Cincinnati Southern Railroad in Kentucky, as in the opinion of the Secretary of War is necessary to complete the examination and report of said river; said report to be—

First, as to the practicability of the work;

Second, its probable cost from Nashville to the Kentucky line;

Third, the cost from the Kentucky line to the Cincinnati Southern Railroad.

Fourth, the cost of locking and damming so as to improve Smith's Shoals.

The river Brandywine from its mouth to the Market street bridge in the city of Wilmington, Delaware.

That in every case where surveys are made, the report thereon shall embrace such information concerning the commercial importance, present and prospective, of the improvement contemplated thereby and such general commercial statistics as the Secretaray of War may be able to procure: *Provided*, That no survey shall be made of any of the above harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge of the district, and then only when such local engineer shall have made such examination and shall have reported to said Chief of Engineers that in his judgment said harbor or river is worthy of improvement and that the work is a public necessity. For making such preliminary examinations a sum not exceeding ten thousand dollars may be used out

Preliminary examinations.

Appropriation.

[a] Yazoo Pass is a bayou and lake (Moon Lake) formerly connecting the waters of Mississippi River near Delta, Miss., with Yazoo River, through Coldwater River.

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Proviso.

of the amount appropriated for surveys: *Provided further*, That so much of said sum herein provided for surveys as may be necessary shall be used for continuation of the survey of the Arkansas River from Fort Gibson to Wichita, Kansas.

Appropriations immediately available.

That all moneys hereby appropriated shall be immediately available.

J. WARREN KEIFER,
Speaker of the House of Representatives.
DAVID DAVIS,
President of the Senate pro tempore.

IN THE HOUSE OF REPRESENTATIVES,
August 2, 1882.

The President of the United States having returned to the House of Representatives, in which it originated, the bill (H. R. 6242) "making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes," with his objections thereto, the House of Representatives proceeded in conformity with the Constitution to reconsider the same and has,

Resolved, That the bill do pass, two-thirds of the House of Representatives agreeing to pass the same.

Attest:

EWD. MCPHERSON,
Clerk.

IN THE SENATE OF THE UNITED STATES,
August 2, 1882.

The Senate having proceeded, in pursuance of the Constitution, to reconsider the bill entitled "An act making appropriations for the construction, repair, and preservation of certain works on rivers and harbors, and for other purposes," returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate with the message of the President returning the bill;

Resolved, That the bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest:

F. E. SHOBER,
Acting Secretary.

Aug. 7, 1882.
Vol. 22, p. 302.

CHAP. 433.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes.

Appropriations.
Sundry civil expenses.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, namely:

* * * * *

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For the Mississippi River Commission as follows;

For salaries and traveling expenses of the Commission, office expenses, and reduction of work; for continuation of surveys and gaugings of the Mississippi River and its tributaries; for permanent gauge-stations and borings; and for publication of maps and results, one hundred and fifty thousand dollars; and an itemized statement of the expenditure of this sum shall be included with the annual report of the Commission to Congress.

Mississippi River Commission. Salaries, traveling expenses, etc.

Itemized statement of expenditure to be made to Congress.

* * * * *

And to pay to Isaac A. Sylvester, for the losses and damages sustained by him on account of the collision of the United States sloop of war Lancaster with the drill-platform and sloop Derry, at Gangway Rock, Portsmouth, New Hampshire, two thousand dollars in full satisfaction thereof.

Payment to Isaac A. Sylvester for damage to plant in Portsmouth Harbor, N. H.

* * * * *

Approved, August 7, 1882.

CHAP. 454.—An Act For the relief of certain laborers employed upon Government works.

Aug. 7, 1882. Vol. 22, p. 734.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War of the United States is hereby authorized and directed to pay to the laborers who worked upon the Government improvements upon the Fox River, in the State of Wisconsin, under or employed by Day, Call and Company (or subcontractors under them), late contractors with the Government in the improvement of the Lawer [Lower] Fox River, in the State of Wisconsin the amount due each of such laborers, respectively, for work, labor, and services by them done and performed, respectively, upon and about said improvements as aforesaid, out of and from any moneys actually earned by said Day, Call and Company (or subcontractors under them) under their said contract with the Government, or for work done and materials furnished by said Day, Call and Company (or subcontractors under them), and which have not been paid for by the Government, and which may be withheld by the Government, from the said Day, Call and Company on their said contract as a forfeiture or otherwise: *Provided, however*, That if the amount thereof is not sufficient to pay in full the amount due to such laborers, respectively, then to pay said laborers pro rata. Such payments may be made after giving notice four weeks successively in some newspaper published in the county of Ontagamie [Outagamie], Wisconsin, for such laborers to present and prove their claims: *Provided further*, That such payments be made in the State of Wisconin, by and through some engineer office of the United States designated by

Payment to certain laborers upon Government improvements on Fox River, Wis., etc.

Provisos.

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the Secretary of War: *And provided further*, That no money shall be paid by virtue of the authority of this act except out of such sum or sums as in the opinion of the Secretary of War may be lawfully withheld from the assignee in bankruptcy of said Day, Call and Company, as a forfeiture under the terms and conditions of their said contract.

Approved, August 7, 1882.

Mar. 3, 1883. Vol. 22, p. 582.

CHAP. 141.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for prior years, and for those certified as due by the accounting officers of the Treasury in accordance with section four of the Act of June fourteenth, eighteen hundred and seventy-eight, heretofore paid from permanent appropriations, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter stated, namely:

Deficiency appropriations, 1883, for prior years, and under sec. 4, act June 14, 1878.

1883.

To supply deficiencies in the appropriations for the fiscal year eighteen hundred and eighty-three, as follows:

* * * * *

J. C. Burdick, E. M. Wadsworth, C. A. Peck, payment to.

18 Stat., 506.

To enable the Secretary of War to pay to J. C. Burdick eight hundred and twenty dollars, to E. M. Wadsworth eight hundred and twenty dollars, and to C. A. Peck eight hundred and twenty dollars, commissioners appointed under the authority of an act of Congress approved March third, eighteen hundred and seventy-five, entitled "An act to aid in the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin," for services in ascertaining and awarding the amount of damages by reason of the flowage of lands caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin.

* * * * *

Approved, March 3, 1883.

Mar. 3, 1883. Vol. 22, p. 603.

CHAP. 143.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, namely:

Appropriations.

Sundry civil expenses.

* * * * *

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For the Mississippi River Commission, as follows: Mississippi River Commission.

For salaries and traveling expenses, of the commission, office expenses, and reduction of work; for continuation of surveys and gaugings of the Mississippi River and its tributaries, for permanent gauge stations and borings, and for publication of maps and results, one hundred and fifty thousand dollars; and an itemized statement of the expenditure of this sum shall be included with the annual report of the commission to Congress.

* * * * *

Approved, March 3, 1883.

CHAP. 2.—An Act Making an appropriation for continuing the improvement of the Mississippi River. Jan. 19, 1884. Vol. 23, p. 1.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one million dollars be, and is hereby, appropriated or so much thereof as may be necessary, out of any money in the Treasury not otherwise appropriated, for the improvement of the Mississippi River, which said sum shall be expended, under the direction of the Secretary of War, in accordance with the plans, specifications, estimates, and recommendations of the Mississippi River Commission created by an act entitled "An act to provide for the appointment of a Mississippi River Commission for the improvement of said river from the Head of the Passes, near its mouth, to its head-waters," approved June twenty-eighth, eighteen hundred and seventy-nine: *Provided*, That the money hereby appropriated shall be used solely for the improvement of the navigation of the Mississippi River and no part thereof shall be expended with the view to the improvement of private property. Appropriation, continuing improvement of Mississippi River. Proviso.

Approved, January 19, 1884.

CHAP. 11.—An Act Making appropriation to supply deficiency in amount required for expenditure to June thirtieth, eighteen hundred and eighty-four, for examination and surveys required by Acts of March third, eighteen hundred and seventy-five, and June nineteenth, eighteen hundred and seventy-eight, to ascertain depth of water and width of channel of South Pass of Mississippi River, also for gauging the waters of the Mississippi River and its tributaries. Mar. 12, 1884. Vol. 23, p. 4.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be and the same are hereby appropriated out of any money in the Treasury not otherwise appropriated, to wit: Deficiency appropriations, South Pass of Mississippi River.

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18 Stat., 465. 20 Stat., 169.

To supply deficiency in amount required for expenditure to June thirtieth, eighteen hundred and eighty-four, for examinations and surveys required by the acts of March third, eighteen hundred and seventy-five and June nineteenth, eighteen hundred and seventy-eight, to ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War, to report to Congress during the maintenance of the work, six thousand dollars.

Gauging waters of Mississippi River. 16 Stat., 598.

To supply deficiency in amount required for expenditure to June thirtieth, eighteen hundred and eighty-four, for gauging waters of lower Mississippi River and its tributaries: For annual expense of gauging the waters of the Mississippi River and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries, as required by Joint Resolution of February twenty-first, eighteen hundred and seventy-one, two thousand one hundred dollars.

SEC. 2. That the moneys hereby appropriated shall be immediately available.

Approved, March 12, 1884.

May 1, 1884. Vol. 23, p. 15.

CHAP. 37.—An Act To provide for certain of the most urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Voluntary service for Government, or employment of personal service other than that authorized by law, prohibited; exceptions.

* * * and hereafter no Department or officer of the United States shall accept voluntary service for the Government or employ personal service in excess of that authorized by law except in cases of sudden emergency involving the loss of human life or the destruction of property.

* * * * *

Approved, May 1, 1884.

June 11, 1884. Vol. 23, p. 531.

CHAP. 78.—An Act Authorizing and empowering the Secretary of War to reconvey to Thomas Mulvihill certain lands erroneously conveyed by him to the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War, acting for and on behalf of the United States of America, be, and he is hereby, authorized and empowered to reconvey to Thomas Mulvihill, by deed of conveyance duly executed, all the right, title, and interest of the United States of America in and

Thomas Mulvihill. Relief in re land, Davis Island dam, Ohio River.

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to such part or portion of the lot of land [at Davis Island dam, Ohio River] as was erroneously conveyed to the United States of America by said Thomas Mulvihill by deed dated October twentieth, anno Domini eighteen hundred and seventy-seven, and as recommended in a message from the President of the United States to Congress bearing date the thirteenth day of December, anno Domini eighteen hundred and eighty-three.

Approved, June 11, 1884.

[39.] Joint Resolution Authorizing the Secretary of War to lease certain lands to the board of fish commissioners of the State of Michigan.

June 26, 1884. Vol. 23, p. 275.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is directed and hereby duly authorized to lease to the State board of fish commissioners of the State of Michigan the parcel or strip of land lying north of and adjoining the Saint Mary's Falls Ship Canal, and between said canal and the rapids of the Saint Mary's River, in the county of Chipewa and State of Michigan, including such portion of the lands reserved for the use of the canal as are not now needed for canal purposes, upon condition that the premises so leased are to be used solely by said commissioners for the culture and propagation of food-fishes and the residence of the employees of the commission, and that the use of said premises by them shall in no way interfere with the use of the same lands for canal purposes whenever required by the United States Government. The Secretary of War is requested to cause the removal of all persons now occupying any part of the said premises on or before July first, anno Domini eighteen hundred and eighty-four. The lease to said commissioners shall be rent free, and the buildings to be erected by said commissioners shall be first approved by the engineer officer in charge of the canal.

State board of fish commissioners of Michigan; lease of certain lands to

Approved, June 26, 1884.

CHAP. 229.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

July 5, 1884. Vol. 23, p. 133.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

River and harbor appropriations.

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Portland. Improving harbor at Portland, Maine: Continuing improvement, thirty thousand dollars.

Bangor. Improving harbor at Bangor and Penobscot River, Maine: Continuing improvement, twenty thousand dollars.

Rockland. Improving harbor at Rockland, Maine: Continuing improvement, forty thousand dollars.

Breakwater, Saco River. Improving breakwater at the mouth of Saco River, Maine: Continuing improvement and repairs, fifteen thousand dollars.

Portsmouth. Improving harbor at Portsmouth, New Hampshire: Continuing improvement, twenty thousand dollars.

Burlington. Improving harbor at Burlington, Vermont: Continuing improvement, twenty-five thousand dollars; for repairs, twenty-five thousand dollars.

Boston. Improving harbor at Boston, Massachusetts: Continuing improvement, five thousand dollars.

Nantucket. Improving harbor at Nantucket, Massachusetts: Continuing improvement, ten thousand dollars.

Newburyport. Improving harbor at Newburyport, Massachusetts: Continuing improvement, forty thousand dollars.

Scituate. Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Plymouth. Improving harbor at Plymouth, Massachusetts: Continuing improvement, ten thousand dollars.

Provincetown. Improving harbor at Provincetown, Massachusetts: Continuing improvement, two thousand dollars.

Woods Hole. Improving harbor at Wood's Holl, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Wareham. Improving harbor at Wareham, Massachusetts: Continuing improvement, ten thousand dollars.

National harbor of refuge, Sandy Bay, Cape Ann; constructoin of, authorized. *Proviso.* Constructing a national harbor of refuge of the first class at Sandy Bay, Cape Ann, Massachusetts, one hundred thousand dollars: *Provided*, That a board of three engineers, to be appointed by the Secretary of War, shall decide that this point is the best location on the coast between Boston and Portland for such a harbor that shall serve all the uses for which it may be needed.

Breakwater, Block Island. Improving breakwater at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars.

Newport. Improving harbor at Newport, Rhode Island: Continuing improvement, twenty thousand dollars.

Bridgeport. Improving harbor at Bridgeport, Connecticut: Continuing improvement, five thousand dollars.

Breakwater. New Haven. Improving breakwater at New Haven, Connecticut: Continuing improvement, forty thousand dollars.

New Haven Harbor. Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars.

New London. Improving harbor at New London, Connecticut: Continuing improvement, two thousand dollars.

Norwalk. Improving harbor at Norwalk, Connecticut: Continuing improvement, five thousand dollars.

Stonington. Improving harbor at Stonington, Connecticut: Continuing improvement, ten thousand dollars.

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Improving harbor at Black Rock, Connecticut: Commencing new improvement, twenty thousand dollars. **Black Rock.**

Improving harbor at Buffalo, New York: Continuing improvement, one hundred thousand dollars. **Buffalo.**

Improving Buttermilk Channel, New York: Continuing improvement, ten thousand dollars. **Buttermilk channel.**

Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars. **Canarsie Bay.**

Improving Sheepshead Bay, New York: Continuing improvement, five thousand dollars. **Sheepshead Bay.**

Improving harbor at Charlotte, New York: Continuing improvement, twenty thousand dollars. **Charlotte.**

Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars, to restore broken breakwater and for dredging. **Dunkirk.**

Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars. **Flushing Bay.**

Improving channel in Gowanus Bay, New York: Continuing improvement, five thousand dollars. **Gowanus Bay.**

Improving harbor at Great Sodus Bay, New York: Continuing improvement, ten thousand dollars. **Great Sodus Bay.**

Improving harbor at Greenport, New York: Continuing improvement, ten thousand dollars. **Greenport.**

Improving harbor at Little Sodus Bay, New York: Continuing improvement, ten thousand dollars. **Little Sodus Bay.**

Improving harbor at Oak Orchard, New York: Continuing improvement, five thousand dollars. **Oak Orchard.**

Improving harbor at Ogdensburg, New York: Continuing improvement, fifteen thousand dollars. **Ogdensburg.**

Improving harbor at Oswego, New York: Continuing improvement, eighty thousand dollars. **Oswego.**

Improving harbor at Rondout, New York: Continuing improvement, one thousand dollars. **Rondout.**

Commencing construction of breakwater at Rouse's Point, on Lake Champlain, New York, thirty-five thousand dollars. **Breakwater, Rouse Point.**

Improving harbor at Saugerties, New York, five thousand dollars. **Saugerties.**

Improving channel between Staten Island and New Jersey: Continuing improvement, ten thousand dollars. **Staten Island-New Jersey channel.**

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, twenty thousand dollars. **Raritan Bay.**

Improving harbor at Erie, Pennsylvania: Continuing improvement, fifty thousand dollars. **Erie.**

Improving Delaware Breakwater, Delaware: Continuing improvement, seventy-five thousand dollars. **Delaware Breakwater.**

Improving harbor at New Castle, Delaware: Continuing improvement, two thousand dollars. **Newcastle.**

Improving harbor at Wilmington, Delaware: Continuing improvement, twenty-five thousand dollars. **Wilmington, Del.**

Improving harbor at Baltimore, Maryland: Continuing improvement, two hundred and fifty thousand dollars. **Baltimore.**

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Breton Bay. Improving harbor at Breton Bay, Maryland: Continuing improvement, three thousand dollars.

Norfolk. Improving harbor at Norfolk, and its approaches, Virginia: Continuing improvement, twenty-five thousand dollars.

Approach to Norfolk Harbor and United States navy-yard. Improving approach to Norfolk Harbor and the United States (Norfolk) navy-yard: Continuing improvement, the widening of the channel of the Elizabeth River between Lambert's Point and Fort Norfolk, fifty thousand dollars.

Charleston, S. C. Improving harbor at Charleston, South Carolina, including Sullivan's Island: Continuing improvement, two hundred and fifty thousand dollars, of which sum five thousand dollars may be used in front of Mount Pleasant.

Georgetown, S. C. Improving harbor at Georgetown, South Carolina: Continuing improvement, five thousand dollars.

Brunswick, Ga. Improving harbor at Brunswick, Georgia: Continuing improvement, ten thousand dollars.

Savannah. Improving harbor at Savannah, Georgia: Continuing improvement, two hundred thousand dollars.

Cumberland Sound. Improving entrance to Cumberland Sound, Georgia and Florida: Continuing improvement, seventy-five thousand dollars.

Apalachicola Bay. Improving Apalachicola Bay, Florida: Continuing improvement, ten thousand dollars.

Pensacola. Improving harbor at Pensacola, Florida: Completing improvement, fifty-five thousand dollars.

Cedar Keys. Improving harbor at Cedar Keys, Florida: Commenceing improvement, five thousand dollars.

Tampa Bay. Improving harbor at Tampa Bay, Florida: Continuing improvement, twenty thousand dollars.

Mobile. Improving harbor and river at Mobile, Alabama: Continuing improvement, two hundred thousand dollars.

Aransas Pass and Bay. Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred thousand dollars.

Brazos Santiago. Improving harbor at Brazos Santiago, Texas: Continuing improvement of the bar and harbor, twenty-five thousand dollars.

Bar, Neches River. For improving and deepening bar at the mouth of the Neches River, Texas: Completing the work, seven thousand dollars.

Ship channel, Galveston Bay. Improving ship-channel in Galveston Bay, from Morgan's Cut to Boliver Channel: Continuing improvement, for which purpose the balance now remaining of the money heretofore appropriated for this work is hereby directed to be expended by the Secretary of War in the completion of said channel in accordance with the plans heretofore adopted, and in marking out said channel by piles or stakes, so as to enable navigators to find the same without difficulty: *Provided*, That no part of said money shall be so expended until the Secretary of War shall be satisfied that the Buffalo Bayou Ship Channel Company has relinquished or abandoned to the United States, for-

Proviso. Vol. 20, pp. 367, 368. *Ante*, p. 291. Vol. 26, p. 456. *Post*, p. 585.

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ever, all their franchises and any and all right to collect or impose tolls or charges from any part of said ship-channel or Buffalo Bayou.

Pass Cavallo Inlet.

Improving Pass Cavallo Inlet to Matagorda Bay, Texas: Continuing improvement, fifty thousand dollars.

Sabine Pass, and Blue Buck bar.

Improving harbor at Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, two hundred thousand dollars.

Ashtabula.

Improving harbor at Ashtabula, Ohio: Continuing improvement, twenty-two thousand five hundred dollars.

Black River (Lorain).

Improving Black River Harbor, Ohio: Continuing improvement, ten thousand dollars.

Cleveland.

Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred thousand dollars.

Harbor of refuge near Cincinnati.

Improving harbor of refuge near Cincinnati, Ohio: Completing improvement, seventeen thousand dollars.

Fairport.

Improving harbor at Fairport, Ohio: Continuing improvement, ten thousand dollars.

Huron.

Improving harbor at Huron, Ohio: Continuing improvement, seven thousand five hundred dollars

Ice harbor, Muskingum River.

Improving ice-harbor at the mouth of the Muskingum River, Ohio: Continuing improvement, fifty thousand dollars.

Sandusky Harbor.

Improving harbor at Sandusky City, Ohio: Continuing improvement, twenty thousand dollars; one half of said sum to be expended in deepening the channel and the other half in the repair of existing works.

Toledo Harbor.

Improving harbor at Toledo, Ohio: Continuing improvement, twenty thousand dollars. And the Secretary of War is hereby directed to commence the work of making a straight channel for the Maumee River from a point on the east side of the mouth of said river through North Cape Point to Lake Erie, in accordance with the second plan recommended by John M. Wilson, major of engineers, on the nineteenth of November, eighteen hundred and eighty one; and for that purpose the sum of twenty five thousand dollars is hereby appropriated.

Michigan City.

Improving harbor at Michigan City, Indiana: Continuing improvement, fifty thousand dollars; of which sum ten thousand dollars are to be expended on the inner harbor and forty thousand dollars on the outer harbor.

Calumet.

Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars.

Chicago.

Improving harbor at Chicago, Illinois: Continuing operations at outside harbor, dredging in outer harbor, and constructing exterior breakwater, one hundred thousand dollars.

Waukegan.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.

Belle River, ice harbor.

Improving ice harbor at Belle River, Michigan: Continuing improvement, two thousand dollars.

Black Lake (Holland).

Improving harbor at Black Lake, Michigan: Continuing improvement, fifteen thousand dollars.

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Charlevoix. Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars.

Pentwater Harbor. Improving Pentwater Harbor, Michigan: Continuing improvement, fifteen thousand dollars.

Cheboygan. Improving harbor at Cheboygan, Michigan: Continuing improvement, five thousand dollars.

Frankfort. Improving harbor at Frankfort, Michigan: Continuing improvement, five thousand dollars.

Grand Haven. Improving harbor at Grand Haven, Michigan: Continuing improvement, fifty thousand dollars.

Sandbeach (Harbor Beach). Improving harbor of refuge, Sand Beach, Lake Huron, Michigan: Continuing improvement, including dredging the harbor, seventy five thousand dollars.

Ludington. Improving harbor at Ludington, Michigan: Continuing improvement, ten thousand dollars.

Manistee. Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars.

Muskegon. Improving harbor at Muskegon, Michigan: Continuing improvement, twenty thousand dollars.

Grand Marais. Improving Grand Marais Harbor, Michigan: Continuing improvement, thirty-five thousand dollars.

Ontonagon. Improving harbor at Ontonagon, Michigan: Continuing improvement, fifteen thousand dollars.

St. Joseph. Improving harbor at Saint Joseph, Michigan: Continuing improvement, fifteen thousand dollars.

Marquette. Improving Marquette Harbor, Michigan: Continuing improvement, five thousand dollars.

Saugatuck. Improving harbor at Saugatuck, Michigan: Continuing improvement, four thousand dollars.

South Haven. Improving harbor at South Haven, Michigan: Continuing improvement, seven thousand five hundred dollars.

White River. Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars.

Harbor of refuge, Portage Lake. Improving harbor of refuge at Portage Lake, Michigan: twelve thousand five hundred dollars.

Ahnapee. Improving harbor at Ahnapee, Wisconsin: Continuing improvement, fifteen thousand dollars.

Green Bay. Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.

Kenosha. Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars.

Kewaunee. Improving harbor at Kewaunee, Wisconsin: Continuing improvement, eighteen thousand dollars.

Manitowoc. Improving harbor at Manitowoc, Wisconsin: Continuing improvement, fifteen thousand dollars.

Menominee. Improving harbor at Menomonee, Wisconsin: Continuing improvement, ten thousand dollars.

Harbor of refuge, Milwaukee Bay. Improving harbor of refuge at Milwaukee Bay, Wisconsin: Continuing improvement, eighty-five thousand dollars.

Oconto. Improving harbor at Oconto, Wisconsin: Continuing improvement, fifteen thousand dollars.

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Improving harbor at Pensaukee, Wisconsin: Continuing improvement, five thousand dollars. **Pensaukee.**

Improving harbor at Stockholm, Lake Pepin, Wisconsin: Continuing improvement, fifteen thousand dollars. **Stockholm Harbor, Lake Pepin.**

Improving harbor at Port Washington, Wisconsin: Continuing improvement, ten thousand dollars. **Port Washington.**

Improving harbor at Racine, Wisconsin: Continuing improvement, seven thousand dollars. **Racine.**

Improving Superior Bay and Harbor, Wisconsin; and also the channel of the Saint Louis River through said bay, forty-five thousand dollars. **Superior Bay and Harbor.**

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-eight thousand dollars. **Sheboygan.**

Improving harbor of refuge at entrance of Sturgeon Bay Canal, Wisconsin: Continuing improvement, ten thousand dollars. **Harbor of refuge, Sturgeon Bay.**

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, eight thousand dollars. **Two Rivers.**

Completing ice-harbor at Dubuque, Iowa: Continuing improvement, twenty thousand dollars. **Ice harbor, Dubuque.**

Improving harbor at Duluth, Minnesota: Continuing improvement, forty-five thousand dollars. **Duluth.**

Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars. **Grand Marais.**

Improving harbor at Humboldt, California: Continuing improvement, sixty-two thousand five hundred dollars. **Humboldt.**

Improving harbor at Oakland, California; Continuing improvement, one hundred and thirty-nine thousand six hundred dollars; of which sum thirty-nine thousand six hundred dollars is to pay for land condemned for the purpose of constructing a tidal channel between the bay of San Leandro and the head of Oakland Harbor. **Oakland.**

Improving harbor at Wilmington, California; Continuing improvement, fifty thousand dollars. **Wilmington, Cal.**

Improving harbor at Redwood, California; three thousand dollars. **Redwood.**

Improving Coos Bay, Oregon: Continuing improvement thirty thousand dollars. **Coos Bay.**

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, fifty thousand dollars. **Yaquina Bay.**

Improving Lubec Channel, Maine: Continuing improvement, ten thousand dollars: *Provided*, That as much of the sum as may be necessary shall be expended for the removal of a rock in Eastport Harbor. **Lubec Channel.** ***Proviso.***

Improving Moose-a-bec Bar Maine: Continuing improvement, ten thousand dollars. **Moosabec bar.**

Improving Cocheco River, New Hampshire: Completing improvement, twenty-eight thousand dollars. **Cocheco River.**

Improving Merrimac River at Rock's Bridge, Massachusetts: Continuing improvement, three thousand five hundred dollars. **Merrimac River.**

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Taunton River.

Improving Taunton River, Massachusetts: Completing improvement, twenty-six thousand five hundred dollars.

Providence River. Narragansett Bay.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, eighty-five thousand dollars: *Provided*, That not exceeding one thousand dollars of said sum may be expended in removing obstructions at the mouth of the Pawtuxet River.

Proviso.

Pawtucket River.

Improving Pawtucket River, Rhode Island: Continuing improvement, fifty thousand dollars: *Provided*, That this appropriation shall not become available until the officer in charge shall have reported that the rebuilding of Washington Bridge with good and sufficient draw-openings has been commenced.

Proviso.

Connecticut River.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, thirty-five thousand dollars.

Housatonic River.

Improving Housatonic River, Connecticut: Continuing improvement, two thousand five hundred dollars.

Thames River.

Improving Thames River, Connecticut: Continuing improvement, twenty-five thousand dollars.

Hell Gate.

For removing the reef at Hell Gate, New York, the sum of three hundred and sixty thousand dollars, or so much thereof as may be necessary for that purpose.

Gedney channel.

Deepening Gedney's Channel through Sandy Hook Bar, New York, two hundred thousand dollars.

Hudson River.

Improving Hudson River, New York: Continuing improvement, thirty thousand dollars.

Newtown Bay and Creek.

Improving Newtown Bay and Newtown Creek, New York: Continuing improvement, twenty thousand dollars.

Maurice River.

Improving Maurice River, New Jersey: Continuing improvement, seventeen thousand dollars.

Passaic River.

Improving Passaic River below Newark, and removing shoals in Newark Bay, New Jersey: Continuing improvement, twenty-five thousand dollars.

Passaic River.

Improving the Passaic River above Newark, New Jersey, three thousand dollars.

Raritan River.

For continuing the improvement of the Raritan River, thirty-five thousand dollars.

Allegheny River.

Improving Allegheny River, Pennsylvania: Continuing improvement, thirty-five thousand dollars.

Schuylkill River.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty-five thousand dollars.

Delaware River.

Improving Delaware River from Trenton, New Jersey to its mouth: Continuing improvement, two hundred thousand dollars: *Provided*, That not exceeding ten thousand dollars of said sum shall be expended above Bridesburg.

Proviso.

Choptank River.

Improving Choptank River, Maryland: Continuing improvement, five thousand dollars.

Susquehanna River.

Improving Susquehanna River above and below the railroad bridge, Maryland: Continuing improvement, twenty thousand dollars; of which sum five thousand dollars shall be expended for the completion of the channel

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to Fishing Battery Light-House, and for repairing, strengthening, and extending the piers and breakwaters.

Improving Corsica Creek, Maryland: Continuing improvement, five thousand dollars. Corsica Creek.

Improving Wicomico River [a], Maryland, from its mouth to Salisbury, ten thousand dollars. Wicomico River.

Improving the Potomac River at Washington, five hundred thousand dollars; continuing improvement. Potomac River.

Improving harbor at entrance of Saint Jerome's Creek, Maryland: Continuing operations, fifteen thousand dollars. St. Jeromes Creek.

Improving Appomatox River, Virginia: Continuing improvement, twenty-five thousand dollars. Appomattox River.

Improving James River, Virginia: Continuing improvement on the plan for deepening the channel to twenty-two feet at mean low tide, seventy-five thousand dollars. James River.

Improving Mattaponi River, Virginia: Continuing improvement, two thousand five hundred dollars. Mattaponi River.

Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars. Rappahannock River.

Improving York River, Virginia: Continuing improvement, twenty thousand dollars. York River.

Improving Dan River, Virginia: Continuing improvement above Danville, five thousand dollars. Dan River.

Improving Staunton River, Virginia: Continuing improvement, five thousand dollars. Staunton River.

Improving Big Sandy River, West Virginia and Kentucky, fifty thousand dollars; of which sum continuing improvement below the fork and completing the lock on the West Virginia side, forty thousand dollars; on Tug Fork, in West Virginia, five thousand dollars, and on Lavisa [Levisa] Fork, in Kentucky, five thousand dollars. Big Sandy River. Tug Fork. Levisa Fork.

Improving Great Kanawha River, West Virginia: Continuing improvement, two hundred thousand dollars; of which sum seven thousand five hundred dollars are to be used on a harbor of refuge at the mouth of the river. Kanawha River.

Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars. Guyandot River.

Improving Monongahela River, West Virginia: Continuing improvement, forty-five thousand dollars. Monongahela River.

For continuing the improvement of Little Kanawha River, West Virginia, the sum of thirty-one thousand dollars appropriated by the act of August second, eighteen hundred and eighty-two, is made available. But no toll shall be collected by any person or corporation for this improved navigation; and such right, if any exist, shall be relinquished in manner satisfactory to the Secretary of War before the expenditure of said sum. Little Kanawha River. 22 Stat., 199.

Improving Buckhannon River, West Virginia, one thousand five hundred dollars. Buckhannon River.

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[a] On the eastern shore.

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Cape Fear River. Improving Cape Fear River above Wilmington, North Carolina: Continuing improvement, five thousand dollars.

Improving Cape Fear River below Wilmington, North Carolina: Continuing improvement, two hundred thousand dollars.

Beaufort. Improving harbor at Beaufort, North Carolina: Continuing improvement, twenty thousand dollars.

Edenton Bay. Improving Edenton Bay, North Carolina, ten thousand dollars.

Trent River. Improving Trent River, North Carolina: Continuing improvement, ten thousand dollars.

Contentnia or Moccasin River. Improving Contentnea or Moccasin River, North Carolina: Continuing improvement, five thousand dollars.

Currituck Sound. Improving Currituck Sound, North Carolina: Continuing improvement, five thousand dollars.

Neuse River. Improving Neuse River, North Carolina: Continuing improvement, twenty thousand dollars.

New River. Improving New River, North Carolina: Continuing improvement, five thousand dollars.

Pamlico and Tar rivers. Improving Pamplico and Tar Rivers, North Carolina: Continuing improvement, five thousand dollars.

Roanoke River. Improving Roanoke River, North Carolina: Continuing improvement, three thousand dollars.

Scuppernong River. Improving Scuppernong River, North Carolina: Continuing improvement, two thousand dollars.

Ashley River. Improving Ashley River, South Carolina: Continuing improvement, two thousand dollars.

Edisto River. Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars.

Great Pedee River. Improving Great Pee Dee River, South Carolina: Continuing improvement, eight thousand dollars.

Salkahatchie River. Improving Salkehatchee River, South Carolina: Continuing improvement, three thousand dollars.

Waccamaw River. Improving Waccamaw River, South Carolina: Continuing improvement, six thousand dollars.

Wappoo Cut. Improving Wappoo Cut, South Carolina: Continuing improvement, three thousand dollars.

Wateree River. Improving Wateree River, South Carolina: Continuing improvement, five thousand dollars.

Santee River. Improving Santee River, South Carolina: Continuing improvement, fifteen thousand dollars.

Altamaha River. Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars.

St. Jones River. Improving St. Jones River, Delaware: Continuing improvement, ten thousand dollars.

Chattahoochee River. Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, thirty-five thousand dollars.

Coosa River. Improving Coosa River, Georgia and Alabama: Continuing improvement, fifty thousand dollars.

Flint River. Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum fif-

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teen thousand dollars to be expended below Albany and five thousand dollars from Albany to Montezuma.

Improving Ocmulgee River, Georgia: Continuing improvement, three thousand dollars. Ocmulgee River.

Improving Oconee River, Georgia: Continuing improvement, three thousand dollars. Oconee River.

Improving Romerly Marsh, Georgia: Continuing improvement on present plan, ten thousand dollars. Romerly Marsh.

Improving Savannah River, Georgia: Continuing improvement below Augusta, fifteen thousand dollars. Savannah River.

Improving Appalachicola River, Florida: Continuing improvement, one thousand dollars. Apalachicola River.

Improving Caloosahatchie River, Florida: Continuing improvement, five thousand dollars. Caloosahatchee River.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, fifteen thousand dollars; five thousand dollars thereof to be expended between the railroad bridge and Geneva, and ten thousand dollars thereof between Geneva and Newton, Alabama, to make that part of said river navigable at low-water stages. Choctawhatchee River.

Improving Conecuh-Escambia River, Florida and Alabama: Continuing improvement, twelve thousand dollars. Conecuh-Escambia River.

Improving Escambia River, Florida, three thousand dollars. Escambia River.

Improving the channel over the bar at the mouth of Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars. Bar, St. Johns River.

Improving the Upper Saint John's River, Florida, five thousand dollars. Upper St. Johns River.

Improving Suwanee River, Florida: Continuing improvement, five thousand dollars. Suwanee River.

Improving Volusia Bar, Florida: Continuing improvement, two thousand dollars. Volusia bar.

Improving Withlacoochee River, Florida: Continuing improvement, three thousand dollars. Withlacoochee River.

Improving Alabama River, Alabama: Continuing improvement, ten thousand dollars. Alabama River.

Improving Cahawba River, Alabama: Continuing improvement, ten thousand dollars. Cahaba River.

Improving Tallapoosa River, Alabama: Continuing improvement, ten thousand dollars. Tallapoosa River.

Improving Warrior River, Alabama: Continuing improvement, twelve thousand dollars. Warrior River.

Improving Tombigbee River, Alabama and Mississippi: Continuing improvement from Fulton to Vienna, ten thousand dollars, and below Vienna, fifteen thousand dollars. Tombigbee River.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek, fifty thousand dollars. Black Warrior River.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars. Big Sunflower River.

Improving Noxubee River, Mississippi: Continuing improvement, seven thousand five hundred dollars. Noxubee River.

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Pascagoula River. Improving Pascagoula River, Mississippi: Continuing improvement, three thousand dollars.

Pearl River. Improving Pearl River, Mississippi: Continuing improvement between Edinburg and Carthage, two thousand five hundred dollars; and below Jackson, including bar at the mouth, ten thousand dollars.

Channel of Biloxi Bay. Improving channel of Biloxi Bay, Mississippi: Continuing improvement, for which purpose the balance of the money heretofore appropriated for the roadstead now on hand is hereby directed to be applied to the deepening of the channel from Mississippi Sound to the wharves at Biloxi.

Tallahatchie River. Improving Tallahatchee River, Mississippi: Continuing improvement, three thousand dollars.

Tchula Lake. Improving Tchula Lake, Mississippi: Continuing improvement, one thousand five hundred dollars.

Steele Bayou. Improving Steele's Bayou, Mississippi, two thousand five hundred dollars.

Big Black River. Improving Big Black River, Mississippi, five thousand dollars.

Horn Island Pass. Improving Horn Island Pass, Mississippi, five thousand dollars.

Yalobusha River. Improving Yallabusha River, Mississippi: Continuing improvement, two thousand dollars.

Yazoo River. Improving Yazoo River, Mississippi: Continuing improvement ten thousand dollars.

Bayou Black. Improving Bayou Black [a], Louisiana: Continuing improvement, five thousand dollars.

Bœuf River. Improving Boeuf River, Louisiana: Continuing improvement, five thousand dollars.

Bayou Bartholomew. Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Courtableau. Improving Bayou Courtableau, Louisiana: Continuing improvement, four thousand dollars.

Bayou Teche. Improving Bayou Teche, Louisiana: Continuing improvement, six thousand five hundred dollars.

Bayou D'Arbonne. Improving Bayou D'Arbonne, Louisiana; from mouth to Stein's Bluff, five thousand dollars.

Bayou Pierre. Continuing examination and for the thorough survey of Bayou Pierre, Louisiana; eight thousand six hundred dollars.

Loggy Bayou, Lake Bistenau, Dorcheat. Improving Loggy Bayou, Lake Bistenau, and the Dorcheat, Louisiana; five thousand dollars.

Cane River. Improving Cane River, Louisiana; two thousand five hundred dollars.

Bayou Lafourche. Improving Bayou La Fourche, Louisiana: Continuing improvement, five thousand dollars, including removing obstructions at the mouth.

Calcasieu River. Improving Calcasieu River, Louisiana: Continuing improvement, six thousand five hundred dollars; to which is added the sum heretofore appropriated to be used at the mouth of the river.

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[a] Discharges into Bayou Bœuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

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Improving Red River, Louisiana and Arkansas: Continuing improvement from the Atchafalaya to Fulton, Arkansas; seventy-five thousand dollars, to be expended as follows: Not exceeding fifteen thousand dollars for revetment to protect the harbor at Alexandria from damage by the current of the river: Not exceeding five thousand dollars to close the outlet of the river known as Sale and Murphy's Canal; the remainder (including whatever balance may remain unexpended from above improvements embraced in this paragraph) to be applied to the improvement of the main channel of the river. Red River. Harbor at Alexandria. Sale and Murphy Canal.

Improving Tangipahoa River, Louisiana: Continuing improvement, two thousand dollars. Tangipahoa River.

Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, four thousand dollars. Tensas River. Bayou Macon.

Improving mouth of the Brazos River, Texas: Continuing improvement, ten thousand dollars. Brazos River.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars. Buffalo Bayou.

For survey of the Arkansas River from Little Rock to mouth, nineteen thousand dollars. Arkansas River.

Improving Arkansas River at Pine Bluff, Arkansas; fifty-five thousand five hundred dollars.

Improving Black River, Arkansas and Missouri; twenty thousand dollars, of which sum fifteen thousand dollars are to be expended for a snag-boat and five thousand dollars on the river. Black River.

Improving Ouachita River, Louisiana and Arkansas, and Black River, Louisiana, including removing wrecks in the harbor of Monroe: Continuing improvement, fifteen thousand dollars. Ouachita River.

Improving Saline River [a], Arkansas: Continuing improvement, five thousand dollars. Saline River.

Improving White River, Arkansas: Continuing improvement and survey, thirty five thousand dollars. White River.

Improving Saint Francis River, Arkansas: Continuing improvement, twelve thousand dollars; of which sum four thousand dollars are to be expended for a snag boat. St. Francis River.

For removing obstructions in the Arkansas River from its mouth to Wichita, Kansas, thirty-six thousand dollars; and for the protection of the harbor at Fort Smith, Arkansas, five thousand dollars. Removal of obstructions from Arkansas River.

Improving Big Hatchee River, Tennessee: Continuing improvement, two thousand five hundred dollars. Hatchee River.

Improving Caney Fork River, Tennessee: Continuing improvement, three thousand dollars. Caney Fork River.

Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars. Clinch River.

Improving Cumberland River, Tennessee and Kentucky: Continuing improvement below Nashville, includ- Cumberland River, Tenn. and Ky.

[a] A tributary of Ouachita River.

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ing bar at mouth of the river, seven thousand five hundred dollars.

Cumberland River above Nashville.

For the improvement of the Cumberland River above Nashville, fifty thousand dollars; and such improvement shall be made according to the recommendations of Major W. R. King, engineer in charge, contained in the letter of the Secretary of War, March fifteenth, eighteen hundred and eighty-four, Senate Executive Document Number One Hundred and Twenty-nine, first session, Forty-eighth Congress.

French Broad River.

Improving the French Broad River, in Tennessee: Continuing improvement, three thousand five hundred dollars.

Hiwassee River.

Improving Hiawassee River, Tennessee: Continuing improvement, two thousand five hundred dollars.

South Forked Deer River.

Improving South Forked Deer River, Tennessee: Continuing improvement, two thousand dollars.

Tennessee River above Chattanooga.

Improving Tennessee River above Chattanooga: Continuing improvement, three thousand dollars.

Tennessee River, Ala. and Ky.

Improving Tennessee River, Tennessee, Alabama, and Kentucky: Continuing improvement below Chattanooga (including Muscle Shoals and shoal at Reynoldsburg), three hundred and fifty thousand dollars.

South Fork of Cumberland River.

Improving South Fork of Cumberland River, Kentucky: Continuing improvement, four thousand dollars.

Kentucky River.

Improving Kentucky River, Kentucky: Continuing improvement, two hundred and fifty thousand dollars.

Tradewater River.

Improving Tradewater River, Kentucky: Continuing improvement, two thousand dollars.

Falls of Ohio River at Louisville.

Improving Falls of the Ohio River at Louisville, Kentucky: Continuing improvement in pursuance of the last plan of the engineer in charge; three hundred thousand dollars; of which sum such amount as may be necessary, not exceeding five thousand dollars, shall be expended in the erection of a stone pillar or pier on the southern side of the Indiana Chute, provided the engineer in charge shall decide that such a structure will aid in the navigation thereof.

Indiana Chute.

Detroit River.

Improving Detroit River, Michigan: Continuing improvement, two hundred thousand dollars.

Hay Lake channel, St. Marys River.

Improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, one hundred and twenty-five thousand dollars.

Saginaw River.

Channel, Bay City.

Improving Saginaw River, Michigan: Continuing improvement, fifty thousand dollars; of which sum twenty-five thousand dollars are to be used opposite Bay City for deepening the channel from the river into the bay, and remainder on the river above Bay City.

Grand River, below Grand Rapids.

Improving Grand River below Grand Rapids, Michigan: Continuing improvement, twenty-five thousand dollars.

Cedar River.

Improving mouth and harbor of Cedar River, Michigan: Continuing improvement, fifteen thousand dollars.

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Improving Chippewa River and its mouth, Wisconsin: Continuing improvement, fifteen thousand dollars. Chippewa River.

Improving Fox and Wisconsin Rivers, Wisconsin: Continuing improvement, one hundred and sixty thousand dollars; of which sum ten thousand dollars [a] are to be used for maintaining the channel between Depere and Green Bay: *Provided*, That in order to carry into effect the river and harbor act of August second, eighteen hundred and eighty-two, for lowering the water in Lake Winnebago, the Secretary of War is hereby authorized to acquire for the United States, by purchase, voluntary or by condemnation under the laws of Wisconsin, as the case may be, the necessary lands and sites at the Menasha Dam; and so much of the foregoing sum hereby appropriated as may be necessary may be used for such purpose. Fox and Wisconsin rivers. Channel, Depere and Green Bay. *Proviso.* Vol. 22, p. 203. *Ante*, p. 375. Vol. 25, p. 418. *Post*, p. 508.

Improving Saint Croix River, Wisconsin: Continuing improvement below Taylor's Falls, nine thousand dollars. St. Croix River.

Improving Wabash River by lock and dam at Grand Rapids, Indiana and Illinois: Continuing improvement, thirty thousand dollars; also between Vincennes and Terre Haute, ten thousand dollars. Wabash River.

Improving White River, Indiana: Continuing improvement below Hazelton, ten thousand dollars. White River.

Improving Illinois River, Illinois: Continuing improvement, one hundred thousand dollars. Illinois River.

Improving Calumet River, Illinois: Continuing improvement, fifty thousand dollars: *Provided, however*, that no part of said sum shall be expended until the right of way shall have been conveyed to the United States, free from expense, and the United States shall be fully released from all liability for damages to adjacent property-owners, to the satisfaction of the Secretary of War. Calumet River. *Proviso.* Vol. 33, p. 239. *Post*, p. 1048.

Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars. Gasconade River.

Improving the Red River of the North, Minnesota and Dakota: Continuing improvement, ten thousand dollars. Red River of the North.

Improving Yellowstone River, Montana and Dakota: Continuing improvement between Glendive and the mouth of the river, twenty thousand dollars. Yellowstone River.

Improving Sacramento and Feather Rivers, California: Continuing improvement, forty thousand dollars; one-half of which sum shall be expended on the Sacramento River and one-half on Feather River: *Provided*, That no part of said sum, or of the money now on hand to the credit of this fund, except what may be necessary for snagging and dredging operations, shall be used, except as herein provided, until the Secretary of War shall have been satisfied of the cessation of hydraulic mining on said rivers and their tributaries; and of the amount now on hand to the credit of the fund for the improvement of said Sacramento and Feather rivers. Vol. 26, p. 668. *Post*, p. 540. *Proviso.*

[a] The river and harbor act of Aug. 11. 1888, provides that this sum shall be used in buoying, straightening, and further deepening the channel between said cities.

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Appropriation for dredge boat.

rivers, the sum of forty thousand dollars, or so much thereof as may be necessary, is hereby appropriated for the immediate construction of a first-class dredge-boat, to be used, in the discretion of the officer in charge, on the rivers emptying into Suisun and San Pablo Bays.

San Joaquin River; Stockton and Mormon sloughs.

Improving San Joaquin River and Stockton and Mormon Sloughs, California: Continuing improvement, twenty thousand dollars.

Mokelumne River.

Improving Mokelumne River, California, eight thousand five hundred dollars.

Colorado River.

Improving Colorado River, Nevada and California, and Arizona Territory, between Fort Yuma and a point thirty miles above Rioville, twenty-five thousand dollars.

Mouth of Columbia River.

Improving the mouth of the Columbia River, Oregon and Washington Territory: Commencing improvement, in accordance with the plan recommended by the majority of the board of engineers in eighteen hundred and eighty-two, one hundred thousand dollars.

Columbia River, at Cascades.

Improving Columbia River, at Cascades, Oregon: Continuing improvement, one hundred and fifty thousand dollars.

Columbia and Willamette rivers.

Improving Columbia and Lower Willamette Rivers below Portland, Oregon: Continuing improvement, one hundred thousand dollars.

Upper Columbia and Snake rivers.

Improving Upper Columbia and Snake Rivers, Oregon and Washington Territory: Continuing improvement, twenty thousand dollars.

Willamette River above Portland.

Improving Willamette River above Portland, Oregon: Continuing improvement, ten thousand dollars.

Coquille River.

Improving mouth of Coquille River, Oregon: Continuing improvement, ten thousand dollars.

Chehalis River.

Improving Chehalis River, Washington Territory: Continuing improvement, two thousand five hundred dollars.

Cowlitz River.

Improving Cowlitz River, Washington Territory: Continuing improvement, two thousand dollars.

Skagit, Stillaguamish, Nooksak, Snohomish, and Snoqualmie rivers.

Improving the Skagit, Stillaguamish, Nootsack Snohomish and Snoqualmie Rivers, Washington Territory: Continuing improvement, ten thousand dollars.

Missouri River from mouth, etc.

Improving Missouri River from its mouth to Sioux City, Iowa, including such harbors on said river as in the judgment of the board of engineers herein created will benefit commerce and navigation, five hundred thousand dollars.

Missouri River Commission created. Vol. 32, p. 367. *Post*, p. 1000.

That a Commission to be called the Missouri River Commission [a] is hereby created, to consist of five members.

Appointment of.

That the President shall nominate and, by and with the advice and consent of the Senate, appoint five Commissioners, three of whom shall be selected from the Corps of Engineers of the Army and two from civil life, one of whom at least shall be a civil Engineer; and he shall in like manner fill any vacancy in said Commission; and he

[a] This Commission is abolished by the river and harbor act approved June 13, 1902.

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shall designate one of the Commissioners appointed from the Corps of Engineers to be president of the Commission. The Commissioners appointed from the Corps of Engineers shall receive no other pay or compensation than is allowed them by law, and the other two Commissioners shall each receive for their services pay at the rate of two thousand five hundred dollars per annum, out of any money appropriated for the Missouri River; and all said Commissioners shall remain in office subject to removal by the President of the United States.

Compensation.

That it shall be the duty of said Commission to superintend and direct such improvement of said river and to carry into execution such plans for the improvement of the navigation of said river from its mouth to its headwaters as may now be devised and in progress, and to continue and complete such surveys as may now be in progress, and to make such additional surveys, examinations, and investigations, topographical, hydrographical, and hydrometrical and to consider, devise, and mature such additional plan or plans, and all such estimates as may be deemed necessary and best, to obtain and maintain a channel and depth of water in said river sufficient for the purposes of commerce and navigation, and to accomplish the objects of this act, and to enable the Commission to perform the duties assigned them the Secretary of War is hereby authorized and directed to transfer to and place under the control and superintendence of said Commission all such vessels, barges, machinery, and instruments, and such plant as may now be provided, devised, or in use on said river, from appropriations heretofore made for said river, or other sources, and when thereto requested by said Commission to detail from the Corps of Engineers such officers and men as may be necessary, and to place in the charge of said Commission any such vessels, machinery, and instruments under his control as may be deemed necessary. And said Commission may, with the approval of the Secretary of War, employ such additional force and assistants, and provide, by purchase or otherwise, such additional vessels, boats, machinery, instruments, and means, as may be deemed necessary; to be paid for by appropriations made or to be made for said river.

Duties.

Powers.

That the said Commission shall, under the direction and with the approval of the Secretary of War, superintend, control, and expend for the purposes of this act all appropriations or unexpended balances heretofore made for the improvement of said river, and which may hereafter be made for said river, or so much thereof as may be necessary, and shall prepare and submit, through the Chief of the Engineer Corps to the Secretary of War, to be by him transmitted to Congress at the beginning of the regular session in December of each year, a full and detailed report of all their proceedings and actions, and of all such plans and systems of work as may now be de-

Expenditure of appropriations.

Report of proceedings of Commission.

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vised and in progress and carried out by them, and of all such additional plans and systems of works as may be devised and matured by them, with full and detailed estimates of the cost thereof, and statements of all expenditures made by them; and the Secretary of War may detail from the Corps of Engineers or other corps of the Army an officer to act as secretary of the Commission, to aid them in their work; and all money hereby or hereafter appropriated for the improvement of said Missouri River shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of said Commission when such plans, specifications, and recommendations shall have been approved by Congress.

Secretary to Commission.

Missouri River.

Improving Missouri River from Sioux City, Iowa, to Fort Benton, Montana: Continuing improvement, one hundred and twenty-five thousand dollars; of which sum fifteen thousand dollars shall be used in the purchase of a snag-boat to be operated on the Missouri River above Sioux City and on the Yellowstone River.

Missouri River above Missouri River Falls.

For a survey of the Missouri River above the Missouri River Falls, at Fort Benton, fifteen thousand dollars.

Removal of snags, etc., from Missouri River.

For removing snags, wrecks, and other obstructions in the Missouri River, fifty thousand dollars.

Reservoirs at headwaters of Mississippi River.

For continuing operations on the reservoirs at the headwaters of the Mississippi River, sixty thousand dollars: *Provided*, That the money hereby appropriated shall be used solely for the improvement of the navigation of the Mississippi River and its tributaries, and no part thereof shall be expended with the view to the improvement of private property.

Proviso.

Mississippi River from St. Paul to Des Moines Rapids.

Improving Mississippi River from Saint Paul to Des Moines Rapids, including the harbors of Andalusia, Muscatine, and Fort Madison, and including work for the protection of the bank of the Mississippi River at Winona, Minnesota, and the prevention of its erosion caused by dams erected above the city to improve the navigation of the river: Continuing improvements, two hundred and fifty thousand dollars.

Lake City, Minn.

Improving harbor at Lake City, Minnesota: Continuing improvement, fifteen thousand dollars.

Mississippi River at Des Moines Rapids.

Improving Mississippi River at Des Moines Rapids, Iowa: Continuing improvement, fifty thousand dollars; of which sum ten thousand dollars are to be used in the construction of a pier at the outer wall of the Des Moines Rapids Canal, in accordance with the recommendation of the Engineer Corps: *Provided*, That said pier shall not be made unless the Secretary of War shall decide that the railroad bridge at that place was built in conformity with the act of Congress authorizing its construction.

Proviso.

Dry dock at Des Moines Rapids Canal.

For the continuation of the construction of the dry-dock at the Des Moines Rapids Canal, on the Mississippi River, thirty thousand dollars.

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Improving Mississippi River from Des Moines Rapids to the mouth of Illinois River, including the river at Quincy and Quincy Bay, and the removal of the bar at the mouth of Whipple Creek, in said bay: Continuing improvement, two hundred thousand dollars.

Mississippi River from Des Moines Rapids to mouth of Illinois River.

Improvements at the Falls of Saint Anthony, Minnesota: Repairs to and preservation thereof, ten thousand dollars.

Falls of St. Anthony.

Improving Mississippi River from the mouth of Illinois River to the mouth of the Ohio River, including the completion of Alton Harbor, and also, in the discretion of the Secretary of War, the improvement of the Illinois shore opposite the mouth of the Missouri River: Continuing improvement, five hundred and twenty thousand dollars; fifty thousand dollars of which sum shall be used in extending the work for the protection of the easterly bank of the Mississippi River at Cairo, Illinois, and the prevention of its wash or erosion, commencing at the southerly end of the present Government revetment work and continuing down stream.

Mississippi River from mouth of Illinois River to mouth of Ohio River.

Improving Mississippi River from the head of the passes to Cairo, including the improvement and preservation of the harbors of New Orleans, Natchez, Vicksburg, Greenville, Memphis, Hickman, and Columbus, the deflection of the waters of Red River from the Atchafalaya, and keeping open a navigable channel through the mouth of the Red River into the Mississippi River: Continuing improvement, one million three hundred and fifty thousand dollars; which sum together with the sums herein appropriated for the Mississippi River from the Des Moines Rapids to the mouth of the Ohio, shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, estimates, and recommendations of the Mississippi River Commission: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands by overflows: *Provided, however*, That the Commission is authorized to repair and build levees if in their judgment it should be done as a part of their plan to afford ease and safety to the navigation and commerce of the river and to deepen the channel: *Provided further*, That in view of the threatened injury to the harbor of Memphis and the Government property at that place and the necessity of immediate protection thereof the sum of two hundred thousand dollars or so much thereof as may be necessary shall be immediately applied to protect said harbor and property out of the foregoing appropriations.

Mississippi River from Head of Passes to Cairo.

Appropriation, to be expended under direction of Secretary of War.

Proviso.

Proviso.

Duties of Mississippi River Commission.

Proviso.

For removing snags, wrecks, and other obstructions in the Mississippi River, seventy-five thousand dollars.

Snags, etc., Mississippi River.

For examinations and surveys at South Pass Mississippi River; To ascertain the depth of water and width of channel secured and maintained from time to time by

Examinations and surveys at South Pass.

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James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report during the maintenance of the work, ten thousand dollars.

Gauging waters of lower Mississippi.

For gauging the waters of the Lower Mississippi and its tributaries; Annual expense of gauging the waters of the Mississippi River, and its tributaries, continuing observations of the rise and fall of the river and its chief tributaries as required by joint-resolution of February twenty-first, eighteen hundred and seventy-one, five thousand dollars.

Surveys of Mississippi River between the Head of Passes and its headwaters.

For continuation of surveys of the Mississippi River between the head of the passes, near its mouth, and its headwaters now in progress; to make additional surveys and examinations of said river and its tributaries; to make such additional examinations and investigations, topographical, hydrographical, hydrometrical as are necessary for maturing a plan for the permanent improvement of the entire river, seventy-five thousand dollars.

Gauging waters of the Columbia River.

For gauging the waters of the Columbia River below Astoria, Oregon, and elsewhere on said river and its principal tributaries, at the discretion of the Secretary of War, one thousand dollars.

Ohio River.

Improving the Ohio River, continuing improvement, six hundred thousand dollars; of which sum, seventy thousand dollars, or so much thereof as may be necessary for the completion of the Davis Island Dam, shall be expended on that work; fifty thousand dollars shall be used in continuing work on the upper and lower dikes and other improvements at Grand Chain; and seven thousand five hundred dollars for the ice harbor at the mouth of the Great Kanawha and fifty thousand dollars or so much thereof as may be necessary for the improvement of the navigation of the river at Jeffersonville, and the protection of the Government property.

Completion of Davis Island dam.

Grand Chain.

Ice harbor at mouth of Kanawha.

Secretary of War to prescribe rules, etc., to make report to Congress, in detail, all work, contracts, expenditures, etc., and in regard to public works in aid of commerce, etc.

Vol. 30, pp. 1151–1154.

Post, pp. 886–889.

SEC. 2. That the Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure of said sums, and shall cause to be made and submitted to Congress annual reports, on or before January first, giving detailed statements of the work done, contracts made, the expenditures thereunder or otherwise, and the effect of such work, together with such recommendations as he may deem it proper to lay before Congress. He shall also report to Congress, at its next session, all the instances in the United States in which piers, breakwaters, or other structures or works built or made by the United States in aid of commerce or navigation are used, occupied, or injured by a corporation or an individual, and the extent and mode of such use, occupation, or injury, and the facts touching the same [a]. He shall also report

[a] See section 14 of the river and harbor act approved March 3, 1899.

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whether any bridges, causeways, or structures, now erected or in process of erection do or will interfere with free and safe navigation, and if they do or will so interfere, to report the best mode of altering or constructing such bridges or causeways so as to prevent any such obstructions [a].

Duty of Secretary of War in expenditure of money for improvements, etc.

SEC. 3. That it shall be the duty of the Secretary of War to apply the money herein appropriated for improvements other than surveys and estimates, in carrying on the various works by contract or otherwise, as may be most economical and advantageous to the Government. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution and completion of the work according to such contract, and for the prompt payment of all liabilities incurred in the prosecution thereof for labor and material.

Contracts for work, how made.

Tolls not to be levied or collected, etc. Vol. 35, p. 815. *Post*, p. 1330.

SEC. 4. That no tolls or operating charges whatsoever shall be levied or collected upon any vessel or vessels, dredges, or other passing water-craft through any canal or other work for the improvement of navigation belonging to the United States; and for the purpose of preserving and continuing the use and navigation of said canals, rivers, and other public works without interruption, the Secretary of War, upon the application of the chief engineer in charge of said works, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury to pay the actual expenses of operating and keeping said works in repair, which warrants or requisitions shall be paid by the Secretary of the Treasury, out of any money in the Treasury not otherwise appropriated: *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers [b].

Payments for actual expenses of operating and keeping certain works in repair, authorized.

Proviso.

Appropriations for purchase of land for lock and dam at Beattyville, etc.

SEC. 5. That out of the money herein appropriated for the Kentucky River the sum of two thousand dollars or so much thereof as may be necessary may be expended for the purchase of land for the construction of lock and dam at Beattyville; and so much thereof as may be necessary may also be expended for the same purpose at lock number six: *And provided further*, That the sum of six thousand dollars authorized by the act approved June fourteenth eighteen hundred and eighty to be expended

Proviso.

[a] Laws now in force for the protection of navigation interests against obstructions of this nature are contained in sections 9, 10, and 18 of the river and harbor act approved March 3, 1899.

[b] Pursuant to instructions from the Chief of Engineers district engineers are required to submit each year, for action by the Department, projects and estimates of cost for operating and keeping in repair the works contemplated in this paragraph.

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Removal of dams in Yadkin River. 21 Stat., 190.

for the removal of dams in Yadkin River North Carolina may be used by the Secretary of War for acquiring the right of way by removal or otherwise of such dams as may be necessary for the contemplated improvement, the said right of way or removal to be obtained by agreement with the parties interested or in event of failure to make a reasonable agreement by condemnation as provided for by the laws of the State of North Carolina.

Material for improvements authorized, how obtained.

SEC. 6. That whenever, in the prosecution and maintenance of the improvement of the Mississippi River and other rivers, harbors, and public works for which appropriations are herein made it becomes necessary or proper, in the judgment of the Secretary of War, to take possession of material found on bars and islands within the river banks, or other material lying adjacent or near to the line of any of said works and needful for their prosecution or maintenance, the officers in charge of said works may, when they cannot agree as to the price with the owners thereof, in the name of the United States take possession of and use the same after first having paid or secured to be paid the value thereof, which may have been ascertained in the mode provided by the laws of the State wherein such property or material lies: *Provided, however*, That when the owner of such property or material shall fix a price for the same which in the opinion of said officer in charge, shall be reasonable, he may take the same at such price without further delay. The Department of Justice shall represent the interests of the United States in the legal proceedings under this act.

Proviso.

Des Moines Rapids Canal, St. Marys Falls Canal, and Louisville and Portland Canal; Secretary of War to prescribe rules and regulations governing use, etc., of. Vols. 25, p 497; 26, p. 445; 28, p. 362; 32, p. 374. *Post*, pp. 533, 585, 711, 1009.

SEC. 7. That it shall be the duty of the Secretary of War to prescribe such rules and regulations in respect to the use and administration of the Des Moines Rapids Canal [a], the Saint Mary's Falls Canal, and the Louisville and Portland Canal [b], as in his judgment the public necessity may require; which rules and regulations shall be posted in some conspicuous place for the information of the public. Any person knowingly and wilfully violating such rules and regulations shall be liable to fine not exceeding five hundred dollars, or imprisonment not exceeding six months; to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

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[a] Section 14 of the river and harbor act approved Sept. 19, 1890, makes the provisions of this section applicable also to the Des Moines Rapids Canal dry dock. Such regulations are now prescribed pursuant to the provisions of section 4 of the river and harbor act of Aug. 18, 1894, as amended by sections 6 and 11 of the river and harbor act approved June 13, 1902.

[b] By act approved Sept. 26, 1888, the provisions of this section are made applicable also to the St. Clair Flats Canal, Mich.

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SEC. 8. That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now or hereafter to be constructed over any of the navigable waters of the United States, under authority of the United States or of any State or Territory, is an obstruction to the free navigation of such waters, by reason of difficulty in passing the draw-opening or the raft-span of said bridge, by rafts, steamboats, or other water-craft, it shall be the duty of the said Secretary, on satisfactory proof thereof, to require the company or persons owning, controlling, or operating said bridge to cause such aids to the passage of said draw-opening or of said raft-span, or of both said draw-opening and raft-span to be constructed, placed, and maintained, at their own cost and expense, in the form of booms, dikes, piers, or other suitable and proper structures for the guiding of said rafts, steamboats, and other water-craft safely through said opening or span, or both said opening or span, as shall be specified in his order in that behalf; and on failure of the company or persons aforesaid to make and establish such additional structures within a reasonable time, the said Secretary shall proceed to cause the same to be built or made at the expense of the United States, and shall refer the matter without delay to the Attorney-General of the United States, whose duty it shall be to institute, in the name of the United States, proceedings in any circuit or district court of the United States in which such bridge, or any part thereof, is located, for the recovery of the cost thereof; and all moneys accruing from such proceedings shall be covered into the Treasury of the United States: *Provided*, That no greater sum than fifteen thousand dollars shall be required to be expended upon any one bridge in a single year: *Provided further*, That such sum of money as may be necessary to execute the provisions of this act is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, to be paid on the requisition of the Secretary of War [a].

Bridges over navigable rivers of United States obstructing navigation; companies owning to construct and maintain booms, dikes, and other aids to free navigation.

Vol. 25, pp. 424, 425.

Post, p. 517.

Vol. 26, p. 453.

Post, p. 580.

Vol. 30, pp. 1153, 1154.

Post, p. 890.

Failure to construct, maintain, etc., penalty.

Proviso.

Appropriation.

SEC. 9. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys or both, and estimates of cost of improvements proper to be made, at the following points, namely:

Examinations and surveys—

ALABAMA.

Alabama.

Mobile River and Harbor, from lower anchorage up to the northern limits of the city of Mobile, with a view to securing twenty-three feet depth of water.

[a] This section is amended by the river and harbor acts of Aug. 11, 1888 (secs. 9 and 10), Sept. 19, 1890 (secs. 4 and 5), and Mar. 3, 1899 (sec. 18).

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Arkansas.

ARKANSAS.

Little Red River.
Red River, above Fulton.
Petit Jean River.
Bayou Bartholomew, from present head of navigation to Lincoln County line.

California.

CALIFORNIA.

Islias [Islais] Creek, off San Francisco Bay.
Yuba River.
San Mateo River.
Napa River, from the mouth thereof to Napa City.

Connecticut.

CONNECTICUT.

Breakwater at Falkner's Island.
River and harbor at Niantic.

Delaware.
Maryland.
Virginia.

DELAWARE, MARYLAND, AND VIRGINIA.

Lewes Creek and Rehoboth Bay, Delaware, Assateaque [Assateague] and Chincoteaque [Chincoteague] Bays, Maryland, with a view to form continuous inland navigation from Chincoteaque [Chincoteague] Bay, in Virginia to Delaware Bay, at or near Lewes, Delaware.

Florida.

FLORIDA.

Outer and inner bar at the entrance of Pensacola Harbor;
Anclote Harbor;
Clearwater Harbor.
Wekeiva River.
Saint Augustine Harbor.
Musquito Inlet.
Amelia and Wacissa rivers.
Homosassa Bay.
For canal and inland communication from the St. John's River through Mosquito Lagoon and Indian River to Jupiter Inlet and Lake Worth, Florida.
Charlotte Harbor, Florida.

Georgia.

GEORGIA.

Darien Harbor and the Altmaha [*sic*] River, from Darien to its mouth.
Upper Oconee River, from Skull Shoals to the Georgia Railroad Bridge.

Illinois.

ILLINOIS.

Calumet River, from a point half a mile east of Hammond to the forks of the river. Also to make survey of proposed ship-canal from Calumet River to Lake Calumet.

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Sny Island Levee on the Mississippi River; and the Secretary of War shall report what benefit, if any, this levee has been to the improvement of the channel and navigation of the river, and he shall submit an estimate of the probable cost of strengthening and preserving said levee so as to assure and maintain that benefit.

Shawneetown Harbor and Levee.

Removal of the bar and obstructions at and near the mouth of Whipple Creek, in Quincy Bay.

IOWA. Iowa.

From Guttenberg north for the ascertainment of needed improvements and in securing a direct channel pointing to Guttenberg and by way of that channel south, and the protection of improvements already made at that locality.

INDIANA. Indiana.

Lawrenceburg Harbor.

Kankakee River.

New Albany Harbor and the river and shores adjacent to said harbor.

Wolf Lake.

Wabash River, from Logansport to Delphi.

KENTUCKY. Kentucky.

For examination and survey of the bar in the Ohio River opposite the mouth of the Licking River, to determine the cost and practicability of removing or making a navigable channel through the same; and the engineer in charge shall report whether it is practicable to connect the navigation of the Licking River with the Ohio River without the removal of the said bar or making a channel through the same.

The Secretary of War is hereby directed to report to Congress at its next session, or sooner if practicable, the condition of Green and Barren Rivers, and the Cumberland River above the mouth of the Jellico, in Kentucky, and the provisions and estimate of cost necessary to relieve the same from incumbrance, with a view to such legislation as will render the same free to commerce at the earliest practicable period.

Harbor at Paducah.

Harbor at Owensboro'.

Little River.

Rough River.

LOUISIANA. Louisiana.

Bayou Plaquemine.

Atchafalaya River, above Berwick Bay.

Outlets of Boeuf River, with view to closing same.

Bayou Carlin.

Natalbany River.

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Maine.

MAINE.

Saco River.
York Harbor.
Wood Island Harbor.
Southern entrance to Owl's Head Harbor.

Maryland.

MARYLAND.

Tuckahoe Creek.
Skipton Creek.
Sassafras River, above Georgetown.
Harbor at Easton Point, commencing at a point on Third Haven [Tred Avon] River where the Government work on the channel of said river was recently suspended.
Pocomoke River and Sound.

Massachusetts.

MASSACHUSETTS.

Harbor at Gloucester, with a view to the removal of rock obstructions.
Fort Point Channel [Boston Harbor].
Powow River.
Harbor at Salem, wth a view to building a jetty running out from the mainland to deep water.
Harbor at Marblehead, for repair of sea-wall.
Harbor at Hingham.
Harbor at Hyannis, with a view of deepening the harbor.
A channel from Goose Point, in Plymouth Harbor, to the wharf of the Cordage Company.

Michigan.

MICHIGAN.

The State of Michigan having tendered to the United States the balance of tolls received by the State before the surrender of the Saint Mary's Falls Ship-Canal, to aid in constructing a dry-dock at the canal, such balance being about sixty thousand dollars, the Secretary of War is directed to cause plans, estimates, and specifications for such dry-dock, above the locks, and also to report whether the old locks can be used for a dry-dock, and the cost of fitting the same for that purpose.
Lac La Belle Harbor.
Mackinac Harbor; and report whether Mackinac Harbor or Mackinac Island Harbor should be improved.
Little Traverse Bay, near the village of Petoskey, with a view to constructing a harbor of refuge.
Pine River, St. Clair County.
Clinton River.
Saint Clair River: Examination and survey of the right bank from Lake Huron to Lake Saint Clair, to ascertain whether the erosion and wearing away of said bank is injuring the navigation of Saint Clair River and Saint Clair Flats Canal by shoaling the channel and obstructing

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navigation therein, and to report estimates of expense for preventing such injury.

For a further and more complete survey for a breakwater at or near Cross Village, in Michigan, in the west part of the Straits of Mackinac, with a view of making a harbor of refuge at Cross Village, Michigan.

MINNESOTA. Minnesota.

Agate and Burlington Bay.

Minnesota, and Minnesota and Wisconsin, Saint Louis Bay, and Saint Louis River, from Connor's Point, Wisconsin, and Rice's Point, Minnesota, to foot of first falls.

Big Stone Lake, and Lake Traverse, with a view to connecting them.

MISSISSIPPI. Mississippi.

Bayou Pierre.

Deer Creek.

Pascagoula River, from the mills at Moss Point down to the anchorage in the bay, with a view to securing a uniform depth of twelve feet of water.

Back Bay at Handsboro' [a].

Homochitto and Buffalo Rivers.

Cassidy's Bayou.

MISSOURI. Missouri.

Yazoo Pass [b], to determine the cost of a lock at that place.

Osage River, from mouth to Linn Creek, with a view to movable locks and dams.

Nish-na-botna River, with a view to increasing the depth of channel in the Missouri River.

NEW HAMPSHIRE. New Hampshire.

Harbor at Portsmouth, from the sea to the wharf.

Little Harbor at Portsmouth, with a view to its improvement as a harbor of refuge.

Winnipeseogee [Winnepesaukee] Lake, at a point called "The Weirs."

NEW JERSEY. New Jersey.

Hudson River, on the New Jersey side, from Weehawken to Bergen Point, Hudson County, New Jersey, with a view to deepening the water at the wharf on that side.

Corson's Sound and Townsend Inlet.

Mouth of Salem River.

Harbor of Atlantic City at Absecon Inlet.

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[a] Handsboro is situated on Bayou Bernard, about 2½ miles from its mouth. The bayou empties into Back Bay.

[b] For description of this pass see footnote on page 389.

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New York.

NEW YORK.

Huntington Harbor.

Horton's Point, near Dutch Pond Point, for breakwater.

Salmon River [a], at and below Fort Covington.

Whitehall Harbor.

Lake Champlain, at Four Channels.

Hudson River, from Troy to mouth of canal.

Scajaquada Creek at Buffalo.

Baldwin River, at Baldwin Station, to connect with Long Beach.

Mouth of the Saranac River, at Plattsburgh.

Niagara River, from Youngstown to Lake Ontario.

Mouth of Salmon River [b], and the inner natural harbor thereat, on Lake Ontario, New York, with a view of making a harbor of refuge for vessels in distress and for purposes of commerce and navigation.

North Carolina.

NORTH CAROLINA.

Black River.

Pasquotank River, above mouth of canal.

Perquimons River, above Hartfort [*sic*].

Green River.

Cashie River, from its mouth to the town of Windsor, in Bertie County.

Bouge [Bogue] Sound, between New River and Beaufort.

Northeast branch of Cape Fear River, resurvey.

Ohio.

OHIO.

Scioto River.

Muskingum River.

At Cleveland, Ohio, on the opening and improving of the channel known as the old "river bed" of the Cuyahoga River.

Oregon.

OREGON.

Bar at the mouth of the entrance to Nehalim Bay and River.

Pennsylvania.

PENNSYLVANIA.

West Branch of the Susquehanna River, between Salt Lick and Buttermilk Falls.

Rhode Island.

RHODE ISLAND.

Pawcatuck River.

Warren River, with a view to the removal of obstructions from the channel.

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[a] A tributary of St. Lawrence River.

[b] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario about 1 mile above the mouth.

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SOUTH CAROLINA. South Carolina.

North Fork of the Edisto River, in the counties of Orangeburg and Lexington.
Congaree River.
Entrance to Winyaw Bay, near Georgetown.

TENNESSEE. Tennessee.

Elk River, Tennessee and Alabama.
Holston River.
Extension of the survey of Caney Fork River to Frank's Ferry.

TEXAS. Texas.

Cypress Bayou: The Secretary of War is hereby directed to cause a resurvey of the work of improvement of the navigation of Cypress Bayou and the lakes between Jefferson, in Texas, and Shreveport, in Louisiana, in order to ascertain if the necessary improvement cannot be made upon some other plan than building a dam across the Albany Flats, as recommended by the engineer; and for this purpose he is hereby authorized and directed to expend so much of the unexpended balance of appropriations to the credit of said work as may be necessary.

VERMONT. Vermont.

Maquam Bay, Swanton.

VIRGINIA. Virginia.

Cockpit Point [Potomac River], for ice-harbor.
Colonial Beach [Potomac River], formerly White Point, in county of Westmoreland.

WEST VIRGINIA. West Virginia.

Green Brier River.

WISCONSIN. Wisconsin.

Ashland Harbor, in Ashland Bay, Lake Superior.

IDAHO TERRITORY. Idaho.

Cœur d'Alene Lake and River.
Saint Joseph's River.
Snake River, between Lewiston and mouth of Boise River.

WASHINGTON TERRITORY. Washington Territory.

Olympia Harbor.
Puyallup River.
Willapah River.
Lewis River.

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Columbia River, above mouth of Snake River.

Appropriation for examinations, surveys, etc., not otherwise provided for. *Proviso.*

For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer shall report to said Chief of Engineers whether, in his opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which he bases such opinion, including the present and prospective demands of commerce. And it shall be the duty of the Chief of Engineers to direct the making of such survey if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Preliminary examinations, reports of, to be made to Congress; printing.

Appropriations immediately available.

SEC. 10. That all moneys hereby appropriated shall be immediately available.

Approved, July 5, 1884.

July 5, 1884. Vol. 23, p. 154.

CHAP. 231.—An Act Granting the consent of Congress to the Saint Cloud Water Power and Mill Company to construct a dam across the Mississippi River at Saint Cloud, Minnesota.

Construction of dam, etc., across Mississippi River, St. Cloud, Minn., authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Saint Cloud Water Power and Mill Company to construct across the Mississippi River, at some point within the incorporated limits of the city of Saint Cloud, a dam, canal, and works necessarily incident thereto, for water-power and other purposes, and in connection therewith a wagon and foot-bridge for public travel: *Provided*, That said dam shall be so constructed as not to interfere with the existing dam and mill at Sauk Rapids, and so that the Government of the United States can at any time construct in connection therewith a suitable lock for navigation purposes: *Provided also*, That the Government of the United States may at any time take possession of said dam, and control the same for purposes of navigation, by paying said company the actual cost of the same, but shall not do so to the destruction of

Wagon and foot bridge. *Proviso.* Not to interfere with dam and mill at Sauk Rapids.

Proviso. Rights of Government of United States reserved.

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the water-power created by said dam: *Provided further*, That the works be constructed so as to provide for the free passage of saw-logs and rafts, and, when necessary, to permit the passage of boats; and, further, that such changes or modifications in the works as the Secretary of War may from time to time deem necessary in the interest of navigation shall be made, at the expense of the water-power company: *Provided further*, That in case of any litigation arising from the obstruction of the channel by the dam, canal, or bridge, the cause may be tried in the district court of the United States in which the works are situated.

Proviso. Free passage of saw logs, rafts, etc.

Proviso.

SEC. 2. That the right to amend, alter, or repeal this act is hereby expressly reserved.

Approved, July 5, 1884.

CHAP. 332.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, and for other purposes.

July 7, 1884. Vol. 23, p. 194.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, namely:

Appropriations. Sundry civil expenses.

* * * * *

For the Mississippi River Commission, as follows:

For salaries and traveling expenses of the Mississippi River Commission, and for salaries and traveling expenses of assistant engineers under them, and for office expenses and contingencies, seventy-five thousand dollars.

Mississippi River Commission.

* * * * *

To reimburse and pay the Hartford and New York Transportation Company for labor and money expended in removing obstructions and dredging and improving the bars and piers in Connecticut River, below Hartford, in eighteen hundred and eighty-two and eighteen hundred and eighty-three, under the advice and by the recommendation of the United States engineer officer in charge, six thousand four hundred and seventy-nine dollars and thirty-two cents.

Hartford and New York Transportation Co.; payment to. Reappropriated. Vol. 23, p. 496. *Post*, p. 427.

To reimburse and pay the Hartford and New York Transportation Company for money expended in maintaining a temporary light on the breakwater at the mouth of the Connecticut River from February first, eighteen hundred and seventy-nine, to February first, eighteen hundred and eighty-four, while the work was in progress, and under an arrangement with the United States engineer officers in charge of the work, the same to be paid from the unexpended appropriation for the erection of a Government light there, made in eighteen hundred

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and eighty-two, and to be immediately available, two thousand one hundred and twenty-four dollars.

* * * * *

Approved, July 7, 1884.

Dec. 20, 1884. Vol. 23, p. 280.

CHAP. 4.—An Act Granting the right of way to the city of Newport, Rhode Island, over the breakwater at Goat Island.

Right of way granted to city of Newport, R. I., across breakwater at Goat Island for drainage.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the city of Newport, Rhode Island, is hereby granted the right to construct and maintain a sewer for drainage purposes through or across the breakwater at Goat Island, subject to such conditions as the Secretary of War may prescribe: *Provided,* That such conditions shall be accepted by the city of Newport before the work herein authorized shall be commenced.

Proviso.

Approved, December 20, 1884.

Mar. 3, 1885. Vol. 23, p. 446.

CHAP. 359.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, and for prior years, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, * * *

* * * * *

Attorney-General United States to investigate judgments, etc., against United States, arising under act approved 1875, v. 18, c. 166, p. 506, and report to Congress.

The Attorney General of the United States is required to investigate the judgments and awards against the United States arising under an act of Congress entitled "an act to aid in the improvement of the Fox and Wisconsin Rivers in the State of Wisconsin" approved March third, eighteen hundred and seventy-five, and to report to Congress at its next session whether the liability of the United States therefor is established and what amount is justly due thereon.

* * * * *

Approved, March 3, 1885.

Mar. 3, 1885. Vol. 23, p. 478.

CHAP. 360.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eight-six, and for other purposes.

Appropriations for sundry civil expenses for year ending June 30, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hnndred and eighty-six, namely:

* * * * *

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That the Secretary of the Treasury is hereby authorized to issue a warrant in favor of the Hartford and New York Transportation Company for the sum of six thousand four hundred and seventy-nine dollars and thirty-two cents [a], which sum is hereby reappropriated, being the amount appropriated for said Hartford and New York Transportation Company under the act approved July seventh, eighteen hundred and eighty-four, making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-five, and for other purposes, and now unpaid.

Hartford and New York Transportation Co., payment to.

Reappropriation. Vol. 23, p. 224.

Ante, p. 425.

* * * * *

Approved, March 3, 1885.

CHAP. 49.—An Act To authorize the Mississippi Water-Power and Boom Company, of Brainard [Brainerd], Minnesota, to construct a dam across the Mississippi River.

Apr. 15, 1886. Vol. 24, p. 12.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Government is hereby given to the Mississippi Water-Power and Boom Company of Brainard, Minnesota, to construct across the Mississippi River, at some point not more than two miles from the limits of said city of Brainard, to be approved by the Secretary of War, a dam, canal and the appurtenances thereof, for water-power and other purposes, and in connection therewith a wagon and foot bridge for public travel: *Provided*, That the Government of United States may at any time construct in connection therewith a suitable lock for navigation purposes: *Provided also*, That the Government of the United States may at any time take possession of said dam and control the same for purposes of navigation, by paying said company the actual cost of the same, but shall not do so to the destruction of the water-power created by said dam: *Provided further*, That the Secretary of War may at any time require and enforce, at the expense of the owners, such modification and changes in the construction of said dam as he may deem advisable in the interests of navigation; and that said dam shall, if necessary, be so built that boats and rafts may pass through the same, without the imposition of any toll or charge: *And provided further*, That all suits relative to any obstruction of navigation arising from said dam may be tried in the United States circuit and district courts for Minnesota.

Dam across Mississippi River may be built by Mississippi Water-Power and Boom Co., of Brainerd, Minn.

Canal and bridge.

Provisos.

Lock.

Government may take possession.

Navigation.

Litigation.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved without any claim of any

Right to amend, etc., reserved.

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[a] For labor and money expended in removing obstructions and dredging and improving the bars and piers in Connecticut River below Hartford, Conn.

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kind arising in favor of any party in consequence of such amendment or repeal.

Approved, April 15, 1886.

May 1, 1886. Vol. 24, p. 17.

CHAP. 70.—An Act Authorizing the partition of certain land in Louisville, Kentucky, belonging jointly to John Echols and the Government of the United States.

Partition of land owned by John Echols and the United States, in Louisville, Ky.

Preamble.

Whereas a tract of ground situated in Louisville, Kentucky, adjoining the Louisville and Portland Canal, and known as "Rowan's Basin," is owned by the United States of America and by John Echols in the following proportion and under the following conveyances, to wit: The United States, as the proprietor of the Louisville and Portland Canal and the owner of all the stock of the Louisville and Portland Canal Company, owns an undivided three-eighths of said real estate, by virtue of the following deeds: One from R. H. Campbell and others to the Louisville and Portland Canal Company, recorded in deed-book numbered one hundred and thirty-five, page four hundred and twenty-three, and one from George H. Douglas to said canal company, recorded in deed-book numbered one hundred and thirty-seven, page four hundred and two, both in the Jefferson County, Kentucky, clerk's office; and said John Echols owns an undivided five-eighths of said real estate under and by virtue of the following deeds to him, to wit: One from Eliza H. Boone and others, recorded in deed-book numbered two hundred and fifty-five, page one hundred and thirty-four; one from Rebecca B. Rowan, trustee, and others, recorded in deed-book numbered two hundred and fifty-four, page three hundred and eighty-two; one from Rowan Buchanan and others, recorded in deed-book numbered two hundred and fifty-four, page three hundred and sixty-two; and one from Samuel J. Broadwell and others, recorded in deed-book numbered two hundred and fifty-four, page six hundred and two, all in the Jefferson County, Kentucky, clerk's office; and it is to the interest of both parties that partition shall be made of said real estate: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War of the United States is hereby authorized and empowered to agree with said Echols, his heirs or his assigns, upon such partition of said real estate as may seem to the Secretary of War to be just and proper, and may, in the name of and on behalf of the United States of America, make, execute, and deliver to said Echols, his heirs or his assigns, and receive from him or them, such deed of conveyance as may effectuate the partition herein provided for.

Secretary of War to agree with Echols as to partition.

SEC. 2. That this act shall take effect from its passage.

Approved, May 1, 1886.

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CHAP. 71.—An Act Granting the right of way to the Schuylkill River East Side Railroad Company through the arsenal and naval asylum grounds at Philadelphia, Pennsylvania.

May 1, 1886.
Vol. 24, p. 17.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Schuylkill River East Side Railroad Company is hereby authorized to construct its railroad across the grounds of the United States forming a part of the grounds of the naval asylum and of the arsenal at Philadelphia, in the State of Pennsylvania; * * * *And provided further*, That in the construction of said road through said grounds the said company shall be required to construct thereon a bulkhead upon the bulkhead line on the Schuylkill River, as fixed by the port-wardens of the city of Philadelphia.

Right of way granted to Schuylkill River East Side R. R. Co. across arsenal and naval asylum grounds, Philadelphia, Pa.

Bulkhead.

* * * * *

Approved, May 1, 1886.

CHAP. 377.—An Act Making appropriation to supply deficiency in amount required for expenditure to June thirtieth, eighteen hundred and eighty-six, for examination and surveys required by acts of March third, eighteen hundred and seventy-five, and June nineteenth, eighteen hundred and seventy-eight, to ascertain depth of water and width of channel at South Pass of Mississippi River.

May 26, 1886.
Vol. 24, p. 70.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sum be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated, to wit: To supply deficiency in amount required for expenditure to June thirtieth, eighteen hundred and eighty-six, for examinations and surveys required by the acts of March third, eighteen hundred and seventy-five, and June nineteenth, eighteen hundred and seventy-eight, to ascertain the depth of water and width of channel secured and maintained from time to time by James B. Eads at South Pass of the Mississippi River, and to enable the Secretary of War to report to Congress during the maintenance of the work, six thousand four hundred and ninety-two dollars.

South Pass, Mississippi River.

Deficiency appropriation for examination and surveys to ascertain depth of water and width of channel.

Vol. 18, p. 463.

Vol. 20, p. 168.

SEC. 2. That the money hereby appropriated shall be immediately available.

Appropriation immediately available.

Approved, May 26, 1886.

CHAP. 623.—An Act To authorize the improvement of the water-power of the Mississippi River at Little Falls, Minnesota.

July 3, 1886.
Vol. 24, p. 123.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Little Falls Water-

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Little Falls Water-Power Co. may build dam, etc., at Little Falls, Mississippi River, Minn.

Power Company of Minnesota to improve and develop the water-power in the Mississippi River at Little Falls, in the State of Minnesota, by constructing, maintaining, and operating in said river, at said Little Falls, dams, piers, sluice ways, canals, locks, ponds, breakwaters, abutments, and mill sites for manufacturing purposes:

Provisos.

Sluiceway, etc., for passage of logs, etc.

Provided, That there shall be placed and maintained in connection with said dam and other works a sluice-way, lock, or other fixture sufficient and so arranged as to permit logs, timber, and lumber to pass around, through, or over said dam or other works without unreasonable delay or hindrance, and without tolls or charges: *Provided further*, That the Secretary of War may at any time require such changes and alterations to be made in said works, at the expense of said water-power company, as he may deem advisable and necessary in the interest of navigation.

Changes.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, July 3, 1886.

Aug. 2, 1886. Vol. 24, p. 214.

CHAP. 843.—An Act To authorize the Secretary of War to permit the Carrollton and Lock Number One Turnpike Road Company to locate and construct its road on land belonging to the United States at Lock Number One, on the Kentucky River, in the State of Kentucky.

Right of way to Carrollton and Lock No. 1 Turnpike Road Co. through United States land at Lock No. 1, Kentucky River, Ky.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized and empowered to permit the Carrollton and Lock Number One Turnpike Road Company to locate and construct its road through the land belonging to the United States at Lock Number One, on the Kentucky River, in the State of Kentucky, upon such terms and conditions as he may consider proper: *Provided*, That said road shall not be so located or constructed as to obstruct the use of the said land by the United States for public purposes.

Proviso. Location.

Approved, August 2, 1886.

Aug. 4, 1886. Vol. 24, p. 256.

CHAP. 903.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-six, and for prior years, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the

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appropriations for the fiscal year eighteen hundred and eighty-six, and for other objects hereinafter stated, namely:

* * * * *

For payment [a] of judgments and awards recovered against the United States reported by the Attorney-General under the provisions of chapter three hundred and fifty-nine of the laws of eighteen hundred and eighty-five, approved March third, eighteen hundred and eighty-five, Executive Document (first session Forty-ninth Congress) number two hundred and seven, as follows: To pay Augustus G. Ruggles amount of judgment recovered by him against the United States for damages and costs, twenty-two thousand two hundred and eighty-seven dollars and six cents [b]; to pay James K. Pumpelly, Edwin C. Gray, and Frank L. Jones, as administrator of the estate of George J. Pumpelly, deceased, amount of judgment recovered by them against the United States, December thirteenth, eighteen hundred and seventy-six, ten thousand one hundred and sixty-four dollars and fifty-seven cents; to pay John S. McDonald amount awarded him against the United States, November thirteenth, eighteen hundred and seventy-five, for flowage of lands by reason of Government dams at Menasha, Wisconsin, seventeen thousand five hundred and eighty-seven dollars and seventy-three cents; to pay Peter Armond amount awarded him against the United States, November thirteenth, eighteen hundred and seventy-five, for flowage of lands by reason of Government dams at Menasha, Wisconsin, two hundred and sixty-eight dollars and eighty cents; to pay Fisher Jewson amount awarded him against the United States, November thirteenth, eighteen hundred and seventy-five, for flowage of lands by reason of Government dams at Menasha, Wisconsin, three hundred and eighty-four dollars; to pay Richard Jewson and Richard Jewson, junior, amount awarded therein against the United States, November thirteenth, eighteen hundred and seventy-five, for flowage of lands by reason of Government dams at Menasha, Wisconsin, six hundred and fourteen dollars; to pay J. D. Bud amount awarded him against the United States, October fourteenth, eighteen hundred and seventy-five, for flowage of lands by reason of Government dams at Menasha, Wisconsin, four hundred and fifty dollars.

Payment of judgments, etc., on account of improvement of Fox and Wisconsin rivers. Vol. 23, p. 451. *Ante*, p. 426. Vol. 25, p. 22. *Post*, p. 477.

For payment of unappealed awards and judgments rendered against the United States for flowage damages

[a] The total payments of judgments and interest under the terms of this act, on account of damages resulting from the improvement of Fox and Wisconsin rivers, amounted to $129,403.10, this sum satisfying all the claims thus enumerated.

[b] The deficiency act approved February 1, 1888, amends this appropriation so as to make it read $20,287.06. The total amount paid to Augustus G. Ruggles under these acts was $21,612.48, including interest.

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caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, as follows: William H. Jenkyns, nine hundred and sixty dollars; Charles Miller, four hundred dollars; George H. Mansur, seven hundred and seventy-two dollars and fifty cents; Edley Payne, one thousand one hundred dollars; Peter Grattan, seven hundred and five dollars; John N. Kid, nine hundred dollars; Kate Jenkyns, two hundred dollars; William Clements, three hundred and ten dollars; Frank Walker, four hundred and fifty-five dollars and fifty cents; L. H. Eaton, six hundred and eighty-seven dollars and fifty cents; Tilly Walker, five hundred dollars; Tertullius Spaulding, nine hundred and ten dollars; E. P. and William Sill, four hundred and thirty dollars; William Sill, seven hundred and sixty dollars; Amos D. Page, seven hundred and sixty dollars; Patrick Hussey, thirty dollars; Joseph Strobe, nine hundred and sixty dollars; R. J. Radick, one hundred and thirty-five dollars; Samuel Neff, four hundred and fifty-five dollars; Patrick Morrissey, executor of the last will and testament of Patrick Hayes, deceased, two hundred and sixty-five dollars; J. A. Sanford, two hundred and fifty dollars; George Allanson, one hundred and twenty-five dollars; Michael Clarey, two hundred and thirty dollars; Helen B. Chapman, nine hundred and forty dollars; Andrew Frederichson, nine hundred and five dollars; J. H. Porter, one thousand one hundred and eighty-five dollars; Gustave Ehrlich, one hundred and thirty-five dollars; Dennis Cushing, three hundred and seventy dollars; John Cushing, five hundred dollars; James Durick, one hundred dollars; William Cushing, two hundred and ninety dollars; William Geary, two hundred and eighty dollars; Oliver Dempsey, two hundred dollars; Catherine Cavanaugh, three hundred dollars; James Durick, four hundred and twenty dollars; John F. Seymour, two hundred dollars; W. M. Sinclair, one hundred dollars; costs on appeal to superior court, one hundred and fourteen dollars and sixty-five cents; M. Aukland, eighty dollars; Aaron Walker, two hundred dollars; Jane J. Thomas, administratrix of the estate of Thomas J. Thomas, two hundred dollars; August Frohne, one hundred and fifty dollars; W. R. and J. M. Edwards, one hundred dollars; Henry Floyd, one hundred and forty dollars; Martha Hanson, eighty dollars; Robert Edwards, two hundred dollars; F. Chamberlain, fifteen dollars; Cornelius Spoor, thirty dollars and twelve cents; Wesley Horton, twenty-eight dollars and ten cents; Frederick Bandt, one hundred and forty-five dollars; William Page, one hundred and fifty dollars; August Zulk, one hundred dollars; Anton Rumpler and August Zelmer, thirty-seven dollars and fifty cents; Martin Matz, three hundred dollars; John Karon one hundred and thirty dollars; Martin Tinde, seventy-five dollars; Julius Liebig, one hundred and sixty dollars; Louis Kranz, seventy-five dollars; Herman Esmer, fifty

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dollars; August Swanke, two hundred dollars; John Hursley, Fred Radtkin, and Martin Radkie, one hundred dollars; William Spooner, one hundred dollars; Franz Zuilki, one hundred dollars; Juliana Countryman, two hundred dollars; Joseph Guderski, twenty dollars; Frederick Boick, one hundred and eighty dollars; William Fuchs, seventy-five dollars; John O. Borst, one hundred and seventy-five dollars; S. A. Hake, twenty-five dollars; Ephraim Mueller, two hundred and fifty dollars; August Behm, one hundred and twenty-five dollars; G. H.Behm, sixty-five dollars; Caroline Fuller, sixty-five dollars; Earnest Lambrecht, one hundred dollars; John Larson, two hundred and twenty-five dollars; Christian Temple, two hundred and thirty-three dollars; S. Y. Judd, five hundred dollars; Elizabeth Owens, three hundred dollars; Henry Tolby and Ferdinand Retz, appealed, two hundred and fifty dollars; John Jones, three hundred and fifty dollars; John Michaels, one hundred and twenty-four dollars; D. S. Kissam, four hundred and fifty dollars; Julia Hopp, one hundred dollars; Adam McKittrick, four hundred dollars; James Lynch, three hundred dollars; Earnest Liebenhauer, three hundred dollars; John B. Wyso, one hundred dollars; William McClelland, fifty dollars; William Zanto, two hundred dollars; Michael Glynn, seventy-five dollars; Hollis Stedman, fifty dollars; J. J. Keen, one hundred dollars; Datis E. Lewis, one hundred and twenty-five dollars; Alonzo D. Payne, two hundred dollars; Francis L. Smith, Erastus H. Payne, and Horace D. Smith, two hundred and sixty dollars; Amos C. Brown and Lucy Brown, one hundred and seventy-five dollars; William Stewart, one hundred and twenty dollars; Joseph M. Hodgkins and Samuel C. Hall, twenty dollars; John McClelland, fifty dollars; Henry Falbe, or Phelps, fifty dollars; Tracy W. Lewis, seventy dollars; C. A. Peck, two hundred dollars; E. H. Payne and Sarah E. Rigley, eighty dollars; W. J. Middleton, one hundred and fifty dollars; Vincent S. Sawinski, fifty dollars; John Rude, eighty dollars; Hugh Lynch, fifty dollars; William Gordon, two hundred dollars; Thomas J. Dewey, one hundred and fifty dollars; Amanda A. Bugh, one hundred and fifty dollars; Henry Basing, one hundred dollars; Ferdinand Marion, one hundred and fifty dollars; N. M. Dodson, one hundred and fifty dollars and ninety cents; George Fitch and D. W. C. Palmeter, seventy-five dollars; Mrs. T. W. Marsh, seventy-five dollars; Gustave Raasch, sixty dollars; W. J. Frank, one hundred and twenty-five dollars; Edward Teske and Gustave Teske, one hundred and seventy-five dollars; De Los Maxon, one hundred dollars; Joseph Melodzck, two hundred and five dollars; Lea Kenan, nine hundred and twelve dollars; Charles H. Kempley, five hundred and ninety-five dollars and twenty-five cents; Anna Eliza Page and Margaret Jane Page, six hundred dollars; John Roger, three hundred and thirty-

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eight dollars and fifty cents; Edward McCaffery and Asiel Waldo, two hundred and sixty-three dollars and twenty cents; Abraham Seaman six hundred and forty-three dollars and fifty-four cents; Samuel Phoenix, three hundred and fourteen dollars and fifty cents; Harriet B. Cramer, fifty-three dollars and four cents; Isaac Pickering, one hundred and eighteen dollars and sixty-six cents; Jane Pickering, one hundred and seven dollars and twenty-seven cents; F. B. Hawes, four hundred and thirty dollars and thirty-five cents; Lyman R. Slade, one hundred and twenty-six dollars and ninety-nine cents; A. W. Whitson and T. Whitson, two hundred and ninety dollars and seventy cents; Charles Metcalf, four hundred and six dollars and thirteen cents; Elizabeth Morris, sixty-five dollars; Margaret Bohrner, Theodore Bohrner, and Frank Bohrner, three hundred and ninety-two dollars and thirty cents; Spencer A. Pease, three hundred and seventy-five dollars; Henry W. Rockafellow, one hundred and forty-eight dollars and sixty cents; John and Richard Mee and F. A. Kendall, two hundred and forty-one dollars and sixty cents; C. C. Mathers, three hundred and thirty-two dollars and twenty-five cents; Eli McNutt, Hiram McNutt, and Angelina Waldo, nine hundred and two dollars and sixty-two cents; J. H. Merritt, four hundred and thirty-four dollars and twenty-five cents; William Hartwig, fifty dollars; John McNab, three hundred and thirty-four dollars and thirty-five cents; Mary A. Leach, one hundred and fifty dollars and forty cents; Robert Weir, six hundred and twenty-six dollars and seventy cents; Mathew Spain, fifty dollars; Wilhelmina Retz, seventy-five dollars; Andrew Kewitz, one hundred dollars; G. Liezenhauer, two hundred dollars; David Evans, five hundred dollars; Frederick Hault, two hundred and forty dollars; and a sufficient sum in addition thereto as may be necessary to pay the interest on the judgments and awards as above provided is hereby appropriated.

* * * * *

Payment of claims certified. Supplemental. Vol. 18, p. 110. *Ante*, p. 225. Vol. 23, p. 254.

SEC. 5. That for the payment of a portion of the following supplemental list of claims, which are fully set forth in House Executive Document numbered two hundred and ninety-four, Forty-ninth Congress, first session, and are certified to be due by the accounting officers of the Treasury under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the act approved June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and eighty-three and prior years, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, there is appropriated as follows:

* * * * *

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WAR DEPARTMENT CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller, War Department.

* * * * *

For improving Umpqua River, Oregon, one dollar and forty-seven cents.

Umpqua River, Oreg.

* * * * *

Approved, August 4, 1886.

CHAP. 929.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Aug. 5, 1886. Vol. 24, p. 310.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works herein named:

River and harbor appropriations. Harbors.

Improving harbor at Rockland, Maine: Continuing improvement, twenty-two thousand five hundred dollars.

Rockland, Me.

Improving breakwater at the mouth of Saco River, Maine: Continuing improvement and repairs, twelve thousand five hundred dollars.

Saco River, breakwater, Me.

Improving harbor at Portland, Maine: Continuing improvement, thirty thousand dollars.

Portland, Me.

Improving the channel in Back Cove, Portland, Maine: Continuing improvement, twenty-six thousand two hundred and fifty dollars.

Back Cove, channel, Me.

Improving harbor at York, Maine, fifteen thousand dollars.

York, Me.

Improving harbor at Portsmouth, New Hampshire: Continuing improvement, fifteen thousand dollars.

Portsmouth, N. H.

Improving the harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.

Little Harbor, N. H.

Improving harbor at Burlington, Vermont: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Burlington, Vt.

For a breakwater at Gordon's Landing, on Lake Champlain, to be built on the twelve foot curve mentioned in the papers accompanying the report of the Secretary of War to the Senate dated March first, eighteen hundred and eighty-six (Executive Document Number Eighty-one, Forty-ninth Congress, first session), eighteen thousand seven hundred and fifty dollars.

Gordons Landing, breakwater, Lake Champlain.

Improving harbor at Boston, Massachusetts: Continuing improvement, fifty-six thousand two hundred and fifty dollars; of which eighteen thousand seven hundred

Boston, Mass.

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and fifty dollars are to be expended at Fort Point Channel, on Part A, below Congress Street Bridge.

Lynn, Mass. Improving harbor at Lynn, Massachusetts: Continuing improvement, six thousand dollars.

Nantucket, Mass. Improving harbor at Nantucket, Massachusetts: Continuing improvement, fifteen thousand dollars.

Hyannis Harbor, Mass. Improving Hyannis Harbor, Massachusetts, ten thousand dollars.

Newburyport, Mass. Improving harbor at Newburyport, Massachusetts: Continuing improvement, thirty-seven thousand five hundred dollars.

Wareham, Mass. Improving harbor at Wareham, Massachusetts: Continuing improvement, fifteen thousand dollars.

Plymouth, Mass. Improving harbor at Plymouth, Massachusetts: Continuing improvement, six thousand dollars.

Hingham, Mass. Improving harbor at Hingham, Massachusetts: Continuing improvement, six thousand dollars.

Provincetown, Mass. Improving harbor at Provincetown, Massachusetts: Continuing improvement, three thousand dollars.

Gloucester, Mass. Improving harbor at Gloucester, Massachusetts, five thousand dollars; of which two thousand dollars, or so much as may be needed for a survey, and remainder on Babson's Ledge.

Sandy Bay, harbor of refuge. For the national harbor of refuge of the first class at Sandy Bay: Continuing improvement, one hundred thousand dollars.

Scituate, Mass. Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Westport, Mass. Improving harbor at Westport, Massachusetts: Continuing improvement, one thousand dollars, for sand-fence.

Woods Hole, Mass. Improving harbor at Wood's Holl, Massachusetts: Continuing improvement, fourteen thousand five hundred dollars.

Block Island, R. I. Improving harbor at Block Island, Rhode Island: Continuing improvement, twenty thousand dollars; of which eight thousand dollars shall be expended on the breakwater and twelve thousand dollars on the inner harbor.

Newport, R. I. Improving harbor at Newport, Rhode Island: Continuing improvement, fifteen thousand dollars.

Bridgeport, Conn. Improving harbor at Bridgeport, Connecticut: Continuing improvement, twenty thousand dollars.

Black Rock, Conn. Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars.

New Haven, Conn. Improving breakwater at New Haven, Connecticut: Continuing improvement, seventy-five thousand dollars.

Improving harbor at New Haven, Connecticut: Continuing improvement, twenty thousand dollars.

New London, Conn. Improving harbor at New London, Connecticut: Continuing improvement, two thousand dollars.

Norwalk, Conn. Improving harbor at Norwalk, Connecticut: Continuing improvement, three thousand dollars.

Stonington, Conn. Improving harbor at Stonington, Connecticut: Continuing improvement, twenty thousand dollars.

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Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars. Stamford, Conn.

Improving harbor at Buffalo, New York: Continuing improvement, and repairs on the outer breakwater, one hundred and twelve thousand five hundred dollars. Buffalo, N. Y.

Improving Buttermilk channel, New York: Continuing improvement, fifty-six thousand two hundred and fifty dollars. Buttermilk channel, N. Y.

Improving breakwater at Rouse's Point, New York: Continuing improvement, twenty thousand dollars. Rouse Point, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars. Dunkirk, N. Y.

Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars. Canarsie Bay, N. Y.

Improving harbor at Charlotte, New York: Continuing improvement and repairs, twenty-six thousand two hundred and fifty dollars. Charlotte, N. Y.

Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars. Flushing Bay, N. Y.

Improving channel at Gowanus Bay, New York: Continuing improvement, seven thousand five hundred dollars. Gowanus Bay, N. Y.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, sixteen thousand eight hundred and seventy-five dollars. Great Sodus Bay, N. Y.

Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars. Greenport, N. Y.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, twelve thousand five hundred dollars. Little Sodus Bay, N. Y.

Improving harbor at Oak Orchard, New York: Continuing improvement by repairs, twelve thousand five hundred dollars. Oak Orchard, N. Y.

Improving harbor at Olcott, New York: Continuing improvement and repairs, ten thousand dollars. Olcott, N. Y.

Improving harbor at Wilson, New York: Continuing improvement, ten thousand dollars. Wilson, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, ten thousand dollars; which, together with the amount on hand, is to be used in removing obstructions from the mouth of the Oswegatchee and continuing the excavation at the lower harbor up stream. Ogdensburg, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, seventy-one thousand two hundred and fifty dollars; of which fifty-six thousand two hundred and fifty dollars to be used in repairs and fifteen thousand dollars in continuing work on the harbor. Oswego, N. Y.

Improving harbor at Rondout, New York: Continuing improvement, two thousand five hundred dollars. Rondout, N. Y.

Improving harbor at Saugerties, New York: Continuing improvements, fifteen thousand dollars. Saugerties, N. Y.

Improving Harbor at Sheepshead Bay, New York: Continuing improvement, five thousand dollars. Sheepshead Bay, N. Y.

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New York.

Improving New York Harbor, New York: To secure a thirty-foot channel at mean low water at Sandy Hook entrance of the harbor, upon such plan as the Secretary of War may approve, seven hundred and fifty thousand dollars.

Channel, Staten Island and New Jersey.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars.

Raritan Bay, N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, thirty-seven thousand five hundred dollars.

Plattsburg, N. Y.

Improving harbor at Plattsburg, New York: Continuing improvement, five thousand dollars.

Atlantic City, survey for harbor of refuge.

For a more thorough and definite survey and examination of the harbor at Atlantic City, New Jersey, with a view to making a harbor of refuge at that point, five thousand dollars; said examination and survey to be made by a board consisting of three United States engineers.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, and also for the improvement of said harbor as recommended by the Chief of Engineers, January thirteenth, eighteen hundred and eighty-five, thirty-seven thousand five hundred dollars: *Provided*, That the Secretary of War be, and he is hereby, authorized and directed to receive and accept for the United States, from the marine hospital of Erie, Pennsylvania, the title to the peninsula of Presque Isle, at Erie, Pennsylvania, as tendered by the said marine hospital, agreeably to the provisions of an act of the legislature of the State of Pennsylvania, approved May eleventh, eighteen hundred and seventy-one: *And provided further*, That twenty-two thousand five hundred dollars of said sum shall not be expended until the aforesaid title shall be accepted by the Secretary of War.

Proviso. Title to Presque Isle to be accepted by Secretary of War.

Marcushook, Pa., ice harbor.

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, fifteen thousand dollars.

Chester, Pa., cession of piers to.

The Secretary of War is authorized to cede to the city of Chester, Pennsylvania, the upper and lower piers located in said city and extending into the Delaware River, and formerly used as an ice harbor.

Delaware Breakwater.

Improving Delaware breakwater, Delaware: Continuing improvement, fifty-six thousand two hundred and fifty dollars.

Newcastle, Del., ice harbor.

Improving ice-harbor at New Castle, Delaware: Continuing improvement, five thousand dollars.

Wilmington, Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Baltimore, Md.

Improving harbor at Baltimore, Maryland: Continuing improvement, one hundred and fifty thousand dollars.

Breton Bay, Md.

Improving harbor at Breton Bay, Maryland: Continuing improvement, six thousand five hundred dollars.

Washington, D. C., Potomac River.

For continuing the improvement of the Potomac River in the vicinity of Washington, with reference to the im-

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provement of navigation, the establishment of harbor-lines, and the raising of the flats, under the direction of the Secretary of War and in accordance with existing plans, three hundred and seventy-five thousand dollars: *Provided*, That no part of the sum hereby appropriated shall be expended upon or with reference to any place in respect of which the title of the United States is in doubt, or in respect to which any claim adverse to the United States has been made.

Proviso. Not to be expended where title is doubtful.

Improving harbor at Norfolk, Virginia, and improving approach to Norfolk Harbor and the United States navy-yard at Norfolk: Continuing improvement by widening the channel of Elizabeth River to the port-warden's line on the eastern side, between Lambert's Point Light and Fort Norfolk, one hundred and eighty-seven thousand five hundred dollars; of which fifty thousand dollars shall be expended in improving the harbor, and one hundred and thirty-seven thousand five hundred dollars in widening the channel of Elizabeth River to the port-warden's line on the eastern side, between Lambert's Point Light and Fort Norfolk, beginning at Lambert's Point Light, including the construction of the proposed dike.

Norfolk, Va., approach to harbor and navy-yard.

Improving harbor at Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars.

Beaufort, N. C.

Improving harbor at Edenton Bay, North Carolina: Continuing improvement, two thousand dollars.

Edenton Bay, N. C.

Improving the inland water way between New Berne and Beaufort, North Carolina, ten thousand dollars.

Waterway, Newbern, and Beaufort, N. C.

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars.

Charleston, S. C.

Improving Winyaw Bay, South Carolina: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Winyah Bay, S. C.

Improving harbor at Georgetown, South Carolina: Continuing improvement, five thousand dollars.

Georgetown, S. C.

Improving harbor at Brunswick, Georgia: Continuing improvement, twenty-two thousand five hundred dollars.

Brunswick, Ga.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars.

Cumberland, Sound, Ga. and Fla.

Improving harbor at Savannah, Georgia: Continuing improvement, one hundred and fifty thousand dollars.

Savannah, Ga.

Improving harbor at Apalachicola Bay, Florida: Continuing improvement, twelve thousand dollars; of which two thousand dollars may, in the discretion of the Secretary of War, be expended at the Carabello or Crooked River.

Apalachicola Bay, Fla.

For examination and survey of the entrance to harbor at Key West, Florida, two thousand five hundred dollars.

Key West, Fla., survey of entrance.

Improving harbor at Pensacola, Florida: Continuing improvement, twenty thousand dollars.

Pensacola, Fla.

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Tampa Bay, Fla.

Improving harbor at Tampa Bay, Florida: Continuing improvement, ten thousand dollars.

Cedar Keys, Fla.

Improving harbor at Cedar Keys, Florida, seven thousand dollars.

Mobile, Ala.

Improving harbor at Mobile, Alabama: Continuing improvement, ninety thousand dollars.

Biloxi, Miss.

Improving harbor at Biloxi Bay, Mississippi: Continuing improvement, twelve thousand five hundred dollars; which sum, together with the money on hand heretofore appropriated for the roadstead, is hereby directed to be used in deepening the channel from Mississippi Sound to the wharves at Biloxi.

Aransas Pass and Bay, Tex.

Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred and one thousand two hundred and fifty dollars.

Brazos Santiago, Tex.

Improving Brazos Santiago Harbor, Texas: Continuing improvement, thirty-seven thousand five hundred dollars.

Galveston, Tex.

Improvement of entrance to Galveston Harbor, Texas: Continuing improvement, three hundred thousand dollars.

Pass Cavallo, Tex.

Improving Pass Cavallo, Texas: Continuing improvement, thirty-seven thousand five hundred dollars.

Sabine Pass, Blue Buck bar, Tex.

Improving Sabine Pass and Blue Buck Bar, Texas: Continuing improvement, one hundred and ninety-eight thousand seven hundred and fifty dollars.

Galveston Bay ship channel, Tex.

Improving ship-channel in Galveston Bay, Texas, from Morgan's Cut to Bolivar Channel: Continuing improvement, for which purpose the balance now remaining of the money heretofore appropriated for this work is hereby directed to be expended by the Secretary of War in the completion of said channel, in accordance with the plans heretofore adopted, and in marking out said channel by piles or stakes, so as to enable navigators to find the same without difficulty.

Ashtabula, Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvement, thirty thousand dollars.

Black River (Lorain).

Improving harbor at mouth of Black River, Ohio: Continuing improvement, ten thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio, on the last plan projected, ninety-three thousand seven hundred and fifty dollars; of which thirty thousand dollars are to be used in building a parapet on the existing breakwater, and the one hundred thousand dollars now on hand to be available for work on the last plan.

Fairport, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Huron, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, three thousand dollars.

Muskingum, River, Ohio.

Improving ice-harbor at the mouth of the Muskingum River, Ohio: Continuing improvement, thirty-seven thousand five hundred dollars.

Port Clinton, Ohio.

Improving harbor at Port Clinton, Ohio, by repairs of existing works, two thousand dollars.

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For the purpose of acquiring the title to the land adjoining the inner end of the west pier built by the United States for the improvement of the harbor at Port Clinton, Ohio, the Secretary of War shall negotiate with the owner or owners of the land for the purchase thereof at a reasonable price, to be approved by Congress; and if an agreement as to price cannot be made with the owner, then the value of the same shall be ascertained in the mode provided by the laws of Ohio for the condemnation of lands for public uses in that State, the result of said proceedings of condemnation, if taken, to be reported to the next Congress for its approval.

Purchase of land at. Vol. 27, p. 93. *Post*, p. 618.

Improving harbor at Sandusky City, Ohio, by dredging the channel through the outer bar and within the bay; and for this purpose the money appropriated by act of July fifth, eighteen hundred and eighty-four, now on hand, is hereby made available, and the further sum of five thousand dollars is hereby appropriated.

Sandusky, Ohio.

Improving harbor at Toledo, Ohio: Continuing improvement of the Maumee River, by a straight channel along such line as may be approved by the Secretary of War, one hundred and twelve thousand five hundred dollars; and the balance of the twenty-five thousand dollars heretofore appropriated are hereby made available for clearing the old channel.

Toledo, Ohio.

Improving harbor at Vermillion, Ohio: Continuing improvement, three thousand dollars.

Vermillion, Ohio.

Improving harbor at Michigan City, Indiana: Continuing improvement, fifty-six thousand two hundred and fifty dollars; of which sum one thousand eight hundred and seventy-five dollars are to be used on the inner harbor.

Michigan City, Ind.

Improving harbor at Calumet, Illinois: Continuing improvement, ten thousand dollars.

Calumet, Ill.

Improving harbor at Chicago, Illinois: Continuing improvement, seventy-five thousand dollars.

Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.

Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars.

Charlevoix, Mich.

Improving harbor at Cheboygan, Michigan: Continuing improvement, fifteen thousand dollars.

Cheboygan, Mich.

Improving harbor at Frankfort, Michigan, by extension of piers and repairs: Continuing improvement, seven thousand dollars.

Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, thirty thousand dollars.

Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty-six thousand two hundred and fifty dollars.

Grand Marais, Mich.

Improving harbor at Ludington, Michigan: Continuing improvement, fifty-six thousand two hundred and fifty dollars.

Ludington, Mich.

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Manistee, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars.

Marquette, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, ten thousand dollars.

Monroe, Mich.

Improving harbor at Monroe, Michigan: By repairs, two thousand dollars.

Muskegon, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, twelve thousand five hundred dollars.

Ontonagon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, thirteen thousand dollars.

Pentwater, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, ten thousand dollars.

Portage Lake, Mich.

Improving harbor at Portage Lake, Michigan: Continuing improvement, fifteen thousand dollars.

Sandbeach (Harbor Beach), Mich.

Improving and repairing harbor of refuge at Sand Beach, Michigan: Continuing improvement, seventy-five thousand dollars; of which not exceeding forty-five thousand dollars are to be used in repairs.

St. Joseph, Mich.

Improving harbor at Saint Joseph, Michigan: Continuing improvement, ten thousand dollars.

Saugatuck, Mich.

Improving harbor at Saugatuck, Michigan: To complete improvement, eight thousand dollars.

South Haven, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, five thousand dollars.

White River (Lake), Mich.

Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars.

Black Lake (Holland).

Improving harbor at Black Lake, Michigan: Continuing improvement, five thousand dollars.

Ahnapee, Wis.
Wharfage to be free.
Vol. 25, p. 406.
Post, p. 492.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, fifteen thousand dollars; but no part of said sum is to be expended until the wharfage over the Government piers at that port shall be made free.

Green Bay, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, seven thousand dollars.

Kenosha, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, five thousand dollars.

Kewaunee, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, ten thousand dollars.

Manitowoc, Wis.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement, fifteen thousand dollars.

Menominee, Wis.

Improving harbor at Menomonee, Wisconsin: Continuing improvement, three thousand dollars.

Milwaukee, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement on bay and harbor, sixty thousand dollars.

Oconto, Wis.

Improving harbor at Oconto, Wisconsin: Continuing improvement, eight thousand dollars.

Port Washington, Wis.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.

Racine, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, ten thousand dollars.

Superior and St. Louis bays, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, twenty-two thousand five hundred dollars; and the engineer in

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charge, in his next annual report, shall submit an estimate of the cost of a dredge-boat or other facilities that may be needed for dredging the harbors of Duluth and Superior. Thirteen thousand five hundred dollars of the money hereby appropriated are to be expended in dredging in said Superior Bay and Harbor, and in repairing piers at natural entry, and nine thousand dollars in dredging Saint Louis Bay, along the dock-line on the Wisconsin shore, from deep water at Connor's Point towards deep water at Grassy Point.

Sheboygan, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars.

Sturgeon Bay, Wis.

Improving harbor at Sturgeon Bay, Wisconsin: Continuing improvement, five thousand dollars.

Ashland, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-two thousand five hundred dollars.

Sturgeon Bay and Lake Michigan Ship Canal. Board of Engineers to report as to value, etc.

The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the Sturgeon Bay and Lake Michigan Ship Canal, connecting the waters of Green Bay with Lake Michigan, in the State of Wisconsin, with a view to making the same a free passage way and harbor of refuge, to consider their value, and all other matters connected with their usefulness to navigation, and which shall give information as to the expediency of the work and the desirability of their acquisition and improvement. The said Board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose.

Duluth, Minn.

Improving harbor at Duluth, Minnesota: Continuing improvement, and enlarging basin between Minnesota and Rice's Points, fifty-six thousand two hundred and fifty dollars; of which a sum not exceeding five hundred dollars may be used in placing buoys in the channels and elsewhere where needed in the harbor; and the consent of the United States is hereby given to a change of the existing dock-line on the east side of Rice's Point by the municipal authorities of Duluth: *Provided*, That such change meets the approval of the Secretary of War.

Grand Marais, Minn.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars.

Agate Bay, Minn.

Improving harbor at Agate Bay, Minnesota, twenty-two thousand five hundred dollars.

Lake City, Minn.

Improving harbor at Lake City, Minnesota: Continuing improvement, ten thousand dollars.

Humboldt, Cal.

Improving harbor and bay at Humboldt, California: Continuing improvement, seventy-five thousand dollars: *Provided*, That no part of said sum shall be expended until the twelve acres of land necessary to said improvement shall have been conveyed to the United States free of ex-

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pense, and such conveyance has been approved by the Secretary of War, after the Attorney-General of the United States shall have certified to the Secretary of War that the title is perfect.

Oakland, Cal.

Improving harbor at Oakland, California, Continuing improvement, sixty thousand dollars.

Survey of San Francisco Harbor, San Pablo Bay, Suisun Bay, Strait of Karquines, San Joaquin and Sacramento rivers.

The sum of eleven thousand dollars, or as much thereof as may be necessary, is hereby appropriated for a survey of San Francisco Harbor, San Pablo Bay, Suisun Bay, Strait of Carquinex [Karquines], mouth of San Joaquin River, and mouth of Sacramento River, California.

Redwood, Cal.

Improving harbor at Red Wood, California: Continuing improvement, five thousand dollars.

Survey, etc., of San Diego, Newport, and San Luis Obispo harbors, Cal.

The sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for examination, survey, and estimated cost of obtaining a channel two hundred and fifty feet wide and twenty-four feet deep at mean low water across the outer bar, and from thence to a point abreast of beacon number two, in San Diego Harbor, California; also, of obtaining a navigable channel at least eight feet in depth at mean low water at Newport Harbor, California; also, of the establishment of a breakwater extending in a southeasterly direction one-fourth of a mile, more or less, along the sunken reef commencing at or near Whaler's Point, so called, at San Luis Obispo Harbor, California.

Wilmington, Cal.

Improving harbor at Wilmington, California: Continuing improvement, seventy-five thousand dollars.

Yaquina Bay, Oreg.

Improving harbor at Yoquina Bay, Oregon: Continuing improvement, seventy-five thousand dollars.

Coos Bay, Oreg.

Improvement of the harbor at entrance of Coos Bay, Oregon, thirty-three thousand seven hundred and fifty dollars.

Lubec Channel.

Improving Lubec Channel, Maine: Continuing improvement, ten thousand dollars.

Moosabec bar.

Improving Moosebec Bar, Maine: Continuing improvement, ten thousand dollars.

Penobscot River.

Improving Penobscot River, Maine: Continuing improvement, be [*sic*] widening the channel opposite Bangor and removing obstructions near Crosby's Narrows, fifteen thousand dollars.

Saco River.

Improving Saco River, Maine, twelve thousand five hundred dollars.

Narraguagus River.

Improving Narragaugus River, Maine, ten thousand dollars.

Cocheco River.

Improving Cocheco River, New Hampshire: Continuing improvement, ten thousand dollars.

Ipswich River.

Improving Ipswich River, Massachusetts, two thousand five hundred dollars.

Warren River.

Improving Warren River, Rhode Island, five thousand dollars.

Pawtucket River.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars.

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Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, thirty thousand dollars. **Providence River, Narragansett Bay.**

For removing Green Jacket Shoal, Providence River, Rhode Island, twenty-six thousand two hundred and fifty dollars. **Green Jacket shoal.**

Improving Pawcatuck River, Rhode Island, twelve thousand dollars. **Pawcatuck River.**

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty-six thousand two hundred and fifty dollars. **Connecticut River.**

Improving Housatonic River, Connecticut, five thousand dollars. **Housatonic River.**

Improving Thames River, Connecticut: Continuing improvement, twenty-two thousand five hundred dollars. **Thames River.**

Improving East Chester Creek, New York: Continuing improvement, ten thousand dollars. **East Chester Creek.**

Improving Hudson River, New York: Continuing improvement, twenty-six thousand two hundred and fifty dollars; of which fifteen thousand dollars may be used for the removal of the rock in channel at Van Wie's Point. **Hudson River.**

Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-seven thousand five hundred dollars; of which nine thousand three hundred and seventy-five dollars to be expended on west branch between Maspeth avenue and Dual Bridge, at Grand street and Metropolitan avenue; nine thousand three hundred and seventy-five dollars to be expended on main branch between Easterly Grand Street bridge to Metropolitan avenue; and balance on lower end, from Maspeth avenue to the mouth of the creek. **Newtown Creek and Bay.**

Improving Hell Gate, New York: Continuing improvement one hundred and twelve thousand five hundred dollars. **Hell Gate.**

Improving Narrows at Lake Champlain, New York, from Benson, Vermont, to canal locks at Whitehall, New York, thirty thousand dollars. **Lake Champlain, Narrows.**

Improving Ticonderoga River, New York. Continuing improvement, two thousand dollars. **Ticonderoga River.**

Improving Maurice River, New Jersey: Continuing improvement, five thousand dollars. **Maurice River.**

Improving Passaic River, New Jersey: Continuing improvement, twenty-six thousand two hundred and fifty dollars; of which two thousand two hundred and fifty dollars are to be used above Newark. **Passaic River.**

Improving Raritan River, New Jersey: Continuing improvement, twenty-six thousand two hundred and fifty dollars. **Raritan River.**

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars. **Shrewsbury River.**

Improving South River, New Jersey: Continuing improvement, five thousand dollars. **South River.**

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St. Jones River.

Improving Saint Jones River, Delaware: Continuing improvement, ten thousand dollars.

Nanticoke River.

Improving Nanticoke River, Delaware: Continuing improvement up to and near the town of Laurel, Delaware, ten thousand dollars.

Monongahela River.

Improving Monongahela River, Pennsylvania and West Virginia: Continuing improvement, ninety thousand nine hundred dollars; but no charges or tolls shall be collected on any other part of the river on any commerce on said river which originates above the works herein appropriated for.

Allegheny River.

For beginning the construction of a dam at Herr's Island, in the Allegheny River, near Pittsburgh, Pennsylvania, thirty-seven thousand five hundred dollars.

Improving Allegheny River, Pennsylvania: Continuing improvement, thirty thousand dollars.

Schuylkill River.

Improving Schuylkill River, Pennsylvania: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Delaware River.

Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement from Trenton to its mouth, two hundred and ten thousand dollars; of which thirty thousand dollars shall be applied to improving the channel between Camden, New Jersey, and Philadelphia, Pennsylvania, and seven thousand five hundred dollars, or so much thereof as may be needed, shall be expended on said river and its tidal tributaries above Bridesburg.

Choptank River.

Improving Choptank River, Maryland: Continuing improvement, ten thousand dollars.

Corsica Creek.

Improving Corsica Creek, Maryland: Continuing improvement, ten thousand dollars.

Chesapeake Bay.

For rebuilding piers at Battery Island, head of the Chesapeake Bay, which were carried away by ice, strengthening and protecting the works at that point from future destruction, seventeen thousand two hundred and seventy-five dollars.

Susquehanna River.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, six thousand dollars; to be expended above the Philadelphia, Wilmington and Baltimore Railroad Bridge.

Pocomoke River.

Improving Pocomoke River, Maryland: Continuing and completing improvement, eight thousand dollars.

Waterway from Chincoteague Bay to Indian River Bay.

Improving, by dredging and otherwise, the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, Delaware, to be used from Chincoteague Bay to Indian River Bay, eighteen thousand seven hundred and fifty dollars.

Appomattox River.

Improving Appomattox River, Virginia: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Chickahominy River.

Improving Chickahominy River, Virginia: Continuing improvement, four thousand dollars.

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Improving James River, Virginia: Continuing improvement below Richmond, one hundred and twelve thousand five hundred dollars. James River.

Improving Mattaponi River, Virginia: Continuing improvement, five thousand dollars. Mattaponi River.

Improving New River, Virginia: Continuing improvement between the lead-mines, in Wythe County, and the mouth of Wilson's Creek, in Grayson County, ten thousand dollars, together with the three thousand dollars now on hand. New River.

Improving Pamunky River, Virginia: Continuing improvement, five thousand dollars. Pamunkey River.

Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars. Rappahannock River.

Improving Staunton River, Virginia: Continuing improvement, ten thousand dollars; one-half of which is to be expended between the mouth of Pig River and the Midland Railroad Crossing. Staunton River.

Improving York River, Virginia: Continuing improvement, eighteen thousand seven hundred and fifty dollars. York River.

Improving Dan River, Virginia: Continuing improvement, ten thousand dollars. Dan River.

Improving Big Sandy River, West Virginia and Kentucky: Continuing improvement, thirty thousand dollars; of which sum three thousand seven hundred and fifty dollars are to be expended on Tug Fork, in West Virginia, and three thousand seven hundred and fifty dollars on Lavisa Fork, in Kentucky. Big Sandy River.

Improving Buckhannon River, West Virginia: Continuing improvement, one thousand five hundred dollars. Buckhannon River.

Improving Great Kanawha River, West Virginia: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars. Kanawha River.

Improving Elk River, West Virginia: Continuing improvement, one thousand five hundred dollars. Elk River.

Improving Guyandotte River, West Virginia: Continuing improvement, the amount heretofore appropriated is hereby made available for this purpose. Guyandot River.

Improving Little Kanawha River, West Virginia: Continuing improvement, sixteen thousand eight hundred and seventy-five dollars; of which one thousand eight hundred and seventy-five dollars shall be used in continuing the improvement of navigation above the west fork. But no toll shall be collected by any person or corporation for this improved navigation; and such right, if any exist, shall be relinquished, in a manner satisfactory to the Secretary of War, before the expenditure of any of the money herein appropriated for this work. Little Kanawha River.

Improving Cape Fear River, North Carolina: Continuing improvement, one hundred and sixty-eight thou- Cape Fear River.

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sand seven hundred and fifty dollars; of which sum eleven thousand two hundred and fifty dollars are to be expended above Wilmington, the remainder below and opposite the city of Wilmington, including as much of its northeast branch as lies in front of Wilmington, within the city limits.

Contentnia Creek.

Improving Contentnia Creek, North Carolina: Continuing improvement, fifteen thousand dollars.

Currituck Sound.

Improving Carrituck Sound, Coanjok Bay, and North River Bar, North Carolina: Continuing improvement, ten thousand dollars.

Neuse River.

Improving Neuse River, North Carolina: Continuing improvement, twenty-two thousand five hundred dollars.

New River.

Improving New River, North Carolina: Continuing improvement, ten thousand dollars.

Pamlico and Tar rivers.

Improving Pamlico and Tar Rivers, North Carolina: Completing improvement, five thousand dollars.

Black River.

Improving Black River, North Carolina, three thousand dollars: *Provided*, That all claims of private parties to the navigation of the river shall be ceded to the United States, free of charge, before the commencement of said improvement.

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Roanoke River.

Improving Roanoke River, North Carolina: Continuing improvement, twenty thousand dollars. Two thousand five hundred dollars, or so much thereof as may be necessary, of the aforesaid twenty thousand dollars shall be used for the purpose of removing obstructions in the Thoroughfare and Coshoke Creek.

Trent River.

Improving Trent River, North Carolina: Continuing improvement, three thousand five hundred dollars.

Dan River.

Improving Dan River, North Carolina: Continuing improvement, between Madison, North Carolina, and Danville, Virginia, ten thousand dollars.

Yadkin River.

Improving Yadkin River, North Carolina: Continuing improvement, ten thousand dollars.

Waterway, Beaufort to New River.

Improving the inland waterway between Beaufort Harbor and New River, North Carolina, through Bogue Sound, ten thousand dollars.

Ashley River.

Improving Ashley River, South Carolina: Continuing improvement, one thousand dollars.

Edisto River.

Improving Edisto River, South Carolina: Continuing improvement, three thousand dollars.

Great Pedee River.

Improving Great Pee Dee River, South Carolina: Continuing improvement, twenty thousand dollars.

Salkahatchie River.

Improving Salkiehatchie River, South Carolina: Continuing improvement, two thousand dollars.

Santee River.

Improving Santee River, South Carolina: Continuing improvement, eighteen thousand seven hundred and fifty dollars; no part of which sum to be used for the construction of any road-bridge across the Mosquito Creek Canal: *Provided*, That if salt water be found flowing into said Mosquito Creek, five thousand dollars of said sum, or so much thereof as may be necessary,

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shall be used for the construction of a flood-gate at the upper end of the canal, to prevent the same.

Improving Waccamaw River, South Carolina: Continuing improvement, fifteen thousand dollars. **Waccamaw River.**

Improving Wappoo Cut, South Carolina: Continuing improvement, five thousand dollars. **Wappoo Cut.**

Improving Wateree River, South Carolina: Continuing improvement, seven thousand five hundred dollars. **Wateree River.**

Improving Congaree River, South Carolina, seven thousand five hundred dollars. **Congaree River.**

Improving Altamaha River, Georgia: Continuing improvement, twenty thousand dollars; of which ten thousand dollars are to be used on Doboy Bar, or so much thereof as may be necessary. **Altamaha River.**

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, twenty thousand dollars. **Chattahoochee River.**

Improving Coosa River, Georgia and Alabama: Continuing improvement, forty-five thousand dollars. **Coosa River.**

Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand dollars below Albany. **Flint River.**

Improving Ocmulgee River, Georgia: Continuing improvement, seven thousand five hundred dollars. **Ocmulgee River.**

Improving Oconee River, Georgia: Continuing improvement, nine thousand dollars; one thousand five hundred dollars of said sum to be expended between Skull Shoals and the Railroad Bridge. **Oconee River.**

Improving Romely [Romerly] Marsh, Georgia: To complete improvement, seventeen thousand four hundred and seventy-five dollars; and so much of said sum as may be necessary may be applied by the engineer in charge, with the approval of the Secretary of War, to pay for work done on said improvement, under the direction of the War Department, since the last appropriation was exhausted. **Romerly Marsh.**

Improving Savannah River, below Augusta, Georgia: Continuing improvement, fifteen thousand dollars. **Savannah River.**

Improving Apalachicola River, Florida: Continuing improvement, one thousand dollars. **Apalachicola River.**

Improving Caloosahatchee River, Florida: Continuing improvement, four thousand dollars. **Caloosahatchee River.**

Improving Choctawatchee River, Florida and Alabama: Continuing improvement, fifteen thousand dollars; of which sum five thousand dollars to be expended below Geneva, and ten thousand dollars to be expended between Geneva and Newton, Alabama. **Choctawhatchee River.**

Improving Conecuh-Escambia River, Florida and Alabama: Continuing improvement, twelve thousand dollars. **Conecuh-Escambia River.**

Improving La Grange Bayou, Florida: Continuing improvement, two thousand dollars. **Lagrange Bayou.**

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Manatee and Peace rivers.

Improving Manatee and Pease Rivers, Florida: Continuing improvement, thirteen thousand dollars; of which five thousand dollars may be expended on Pease River.

St. Johns River.

Improving channel over the bar at the mouth of Saint John's River, Florida: Continuing improvement, one hundred and fifty thousand dollars.

Suwanee River.

Improving Suwanee River, Florida: Continuing improvement, five thousand dollars.

Volusia bar.

Improving Volusia Bar, Florida: To complete improvement, seven thousand five hundred dollars.

Withlacoochee River.

Improving Withlacoochee River, Florida: Continuing improvement, three thousand dollars.

Alabama River.

Improving Alabama River, Alabama: Continuing improvement, fifteen thousand dollars.

Black Warrior River.

Improving Black Warrior River from Tuscaloosa to Daniel's Creek, Alabama, fifty-six thousand two hundred and fifty dollars, together with the forty-seven thousand dollars on hand; to be expended in accordance with the plan adopted by the board of engineers.

Cahaba River.

Proviso. Vol. 26, p. 443.

Post, p. 567.

Improving Cahawba River, Alabama: Continuing improvement, seven thousand five hundred dollars: *Provided*, That no part of said sum shall be expended until the officer in charge shall have reported that the railroad and other bridges across said river have been provided with good and sufficient draw-openings.

Tallapoosa River.

Improving Tallapoosa River, Alabama: Continuing improvement, seven thousand five hundred dollars.

Warrior River.

Improving Warrior River, Alabama: Continuing improvement, eighteen thousand seven hundred and fifty dollars; to be expended below Tuscaloosa.

Tombigbee River.

Improving Tombigbee River, Alabama and Mississippi: Continuing improvement, eighteen thousand seven hundred and fifty dollars; to be expended below Vienna, eleven thousand two hundred and fifty dollars; and between Vienna and Fulton, seven thousand five hundred dollars.

Big Sunflower River.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars; of which two thousand dollars to be expended between Woodburn and Lehrton.

Noxubee River.

Improving Noxubee River, Mississippi: Continuing improvement, seven thousand five hundred dollars.

Pascagoula River.

Improving Pascagoula River, Mississippi: Continuing improvement, including bar at the mouth, and from there to the mills at Moss Point, twenty thousand dollars; and the balance of the money now on hand heretofore appropriated for improving Horn Island Pass is to be applied to the same purpose.

Pearl River.

Improving Pearl River, Mississippi: Continuing improvement, seventeen thousand six hundred and twenty-five dollars; of which two thousand two hundred and fifty dollars are to be expended between Edinburg and Carthage, two thousand two hundred and fifty dollars

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between Carthage and Jackson, and the remainder below Jackson, including bar at the mouth of East Pearl River.

Steele Bayou.

Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.

Tallahatchie River.

Improving Tallahatchee River, Mississippi: Continuing improvement, three thousand five hundred dollars.

Tchula Lake.

Improving Tchula Lake, Mississippi: Continuing improvement, two thousand dollars.

Yalobusha River.

Improving Yallabusha River, Mississippi: Continuing improvement, two thousand dollars.

Bayou Pierre.

Improving Bayou Pierre, Mississippi: Continuing improvement, five thousand dollars.

Yazoo River.

Improving Yazoo River, Mississippi: Continuing improvement, fifteen thousand dollars; of which five thousand dollars, or so much as may be necessary, to be used in repairing snag-boat.

Big Black River.

Improving Big Black River, Mississippi: Continuing improvement, five thousand dollars: *Provided*, That no part of this appropriation shall be used until the State of Mississippi shall have first caused the bridges over said stream south of the Vicksburg and Meridan Railroad to be so constructed as not to obstruct the navigation of said stream.

Proviso. Vol. 26, p. 444. *Post*, p. 568.

Amite River.

Improving Amite River, Louisiana: Continuing improvement, two thousand dollars.

Bœuf River.

Improving Bœuf River, Louisiana: Continuing improvement, and for closing Outlet Number One, five thousand dollars.

Bayou Bartholomew.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Courtableau.

Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.

Bayou D'Arbonne.

Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.

Bayou Terrebonne.

Improving Bayou Terrebonne, Louisiana: Continuing improvement, ten thousand dollars.

Cypress Bayou.

Improving Cypress Bayou and the lakes between Jefferson, Texas, and Shreveport, Louisiana, Texas and Louisiana: To complete improvement, eighteen thousand dollars.

Tensas River and Bayou Maçon.

Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, four thousand dollars.

Red River.

Improving Red River, Louisiana, and Arkansas: Continuing improvement from Fulton, Arkansas, to the Atchafalaya River, Louisiana, including completing the work at Alexandria, seventy-five thousand dollars; of which sum twenty-five thousand dollars, or so much thereof as may be necessary, shall be used in making a thorough survey of the river from Fulton, Arkansas to the Atchafalaya River, and in completing the survey of Bayou Pierre, Louisiana.

Chefuncte River and Bogue Falia.

Improving Tchefuncte River and Bogue Falia, Louisiana: Continuing improvement, two thousand five hun-

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dred dollars; to be expended in the improvement of Bogue Failia up to Covington.

Tickfaw River.

Improving Tickfaw River, Louisiana: Continuing improvement, two thousand dollars; to be expended on its navigable tributaries.

Ouachita and Black rivers.

Improving Ouachita River, Louisiana and Arkansas, and Black River, Louisiana: Continuing improvement, seventeen thousand five hundred dollars; of which seven thousand five hundred dollars, or so much thereof as may be necessary, for repairing snag-boat Wagner.

Calcasieu River and Pass.

Improving Calcasieu River and Pass, Louisiana: Continuing improvement to secure a navigable channel eight feet deep over the bars affecting the entrance to said river and pass, and for this purpose the money on hand heretofore appropriated for improvement of Calcasieu River is to be used.

Brazos River.

Improving mouth of Brazos River, Texas: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Buffalo Bayou.

Improving Buffalo Bayou, Texas: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

St. Francis River.

Improving Saint Francis River, Arkansas and Missouri, to the town of Saint Francis: Continuing improvement, eight thousand dollars.

Arkansas River.

Improving Arkansas River, Arkansas: Continuing improvement, seventy-five thousand dollars, according to the plan and recommendations in Appendix V thirteen, Executive Document One, Forty-ninth Congress; of which there are to be expended eight thousand dollars at Pine Bluff, thirteen thousand dollars at Fort Smith, and ten thousand dollars at Dardanelles, or so much thereof under those sums, respectively, as may be necessary at those points.

Vol. 25, p. 415.
Post, p. 504.

Removal of snags, etc.

For the removal of snags, wrecks, and other obstructions in the Arkansas River, nineteen thousand eight hundred and seventy-five dollars; of which sum one thousand one hundred and twenty-five dollars, or so much thereof as may be necessary, shall be used to complete the survey of the Arkansas River, between Little Rock, Arkansas, and Wichita, Kansas.

Red River.

Improving Red River, Arkansas, above Fulton, Arkansas, seven thousand dollars.

Little Red River.

Improving Little Red River, Arkansas, three thousand dollars.

Black River.

Improving Black River, Arkansas and Missouri, five thousand dollars.

Petit Jean River.

Improving Petit Jean River, Arkansas, three thousand five hundred dollars.

White River.

Improving White River, Arkansas: Continuing improvement, eighteen thousand dollars; thirteen thousand dollars of which, or so much thereof as may be necessary, to complete the survey of said river; the remainder for general improvement.

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For removing the rock shoals in Fourche [Le Fevre] River, Arkansas, situate four miles south of Perryville, in Perry County, Arkansas, according to the plans of the engineers for creating a fifty-foot channel, five thousand dollars. Fourche Le Fevre River.

Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand dollars. Hatchee River.

Improving Caney Fork River, Tennessee: Continuing improvement, three thousand dollars. Caney Fork River.

Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars. Clinch River.

Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, with a view to secure in the channel a depth of four feet, commencing with the lock at or near the lower island at Nashville, seventy-five thousand dollars. Cumberland River.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, twelve thousand five hundred dollars.

Improving French Broad River, Tennessee: Continuing improvement, six thousand dollars. French Broad River.

Improving Hiawassee River, Tennessee: Continuing improvement, two thousand five hundred dollars. Hiwassee River.

Improving South Fork of Forked Deer River, Tennessee: Continuing improvement, five thousand dollars. South Fork, Forked Deer River.

Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, seven thousand five hundred dollars. Tennessee River.

Improving Tennessee River at Big Mussel Shoals, Little Mussel Shoals, and Elk River Shoals, Alabama: To complete improvements at these localities, two hundred and sixty-two thousand five hundred dollars.

Improving South Fork of Cumberland River, Kentucky: Continuing improvement, five thousand dollars. South Fork, Cumberland River.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars. Kentucky River.

Improving Tradewater River, Kentucky: Continuing improvement, two thousand dollars. Tradewater River.

Improving the Falls of the Ohio River at Louisville, Kentucky: Continuing improvement, according to the last plan of the engineer in charge, and to be first applied to the completion of the work now in progress, one hundred and fifty thousand dollars: *Provided*, That of that sum fifty thousand dollars shall be expended in enlarging the canal basin, as recommended in the last report of the engineer in charge. Falls of the Ohio River, Louisville. *Proviso.*

The Secretary of War is hereby authorized and directed to ascertain the value and commercial importance of the works and property of the Green and Barren River Navigation Company, situated on the Green and Barren rivers, in the State of Kentucky, and of the Monongahela Navigation Company, situated on the Monongahela River, in the State of Pennsylvania; and in Board of Engineers to report on the value, etc., of the works of Green and Barren River Navigation Co., and Monongahela Co.

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order to acquire such information the Secretary of War shall appoint a board of three competent engineers from the Engineer Corps of the United States Army, which board shall in each case report to the Secretary of War, who shall report thereon to Congress at its next succeeding session; and the cost of such examination shall be paid out of the sum appropriated by this act for surveys: *Provided*, That nothing herein shall be construed as committing Congress to the purchase of the said works.

Proviso. Muskingum River.

Acceptance from Ohio of Muskingum River improvements, canal, etc.

Improvement of the Muskingum River, Ohio, between Zanesville and the mouth of the river, and for operating the same, twenty thousand dollars. And the United States hereby accepts from the State of Ohio the said Muskingum River improvement, and all the locks, dams, and their appurtenances, and the canals, belonging to said improvement, and all the franchises and property of every kind, and rights, in said river, and its improvements, now owned, held, and enjoyed by the State of Ohio, including all water leases and rights to use water under and by virtue of any lease of water now running and in force between the State of Ohio and all persons using said water, hereby intending to transfer to the United States such rights in said leases and contracts as are now owned, held, or reserved by the State of Ohio; but not to affect any right to the use of the water of said river now owned and held by the lessees of any water right under any lease or contract with the State of Ohio. And the United States hereby assumes control of said river, subject to the paramount interest of navigation. The provisions of this act, so far as they relate to the Muskingum River, shall not take effect, nor shall the money hereby appropriated be available, until the State of Ohio, acting by its duly authorized agent, turns over to the United States all property ceded by the act of the general assembly aforesaid, and all personal property belonging to the improvement aforesaid, and used in its care and improvement, and any balance of money appropriated by said State for the improvement of said river, and which is not expended on the fifteenth day of July, eighteen hundred and eighty-six.

To take effect when property is turned over.

Clinton River.

Improving Clinton River, Michigan: Continuing improvement, six thousand dollars.

Detroit River.

Improving Detroit River, Michigan: Continuing improvement, thirty-seven thousand five hundred dollars.

St. Clair Flats Canal.

Improving Saint Clair Ship-Canal, Michigan: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

St. Marys River.

Improving Saint Mary's River, Michigan: Continuing improvement by a new lock and approaches, two hundred and fifty thousand dollars.

Hay Lake channel.

Improving Hay Lake Channel, Michigan: Continuing improvement, one hundred and fifty thousand dollars.

Saginaw River.

Improving Saginaw River, Michigan: Continuing improvement, thirty-three thousand seven hundred and fifty

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dollars; of which sixteen thousand eight hundred and seventy-five dollars are to be used above Bay City, and five thousand dollars in improving the west channel along West Bay City.

Board of Engineers to report on value, etc., of Portage Lake and River Improvement Co.'s canal, and Lake Superior Ship Canal, Railway and Iron Company's canal.

The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the two improved waterways known as the Portage Lake and River Improvement Company Canal and the Lake Superior Ship-Canal Railway and Iron Company Canal, being the improved harbors of refuge and the water communication across Keweenaw Point, from Keweenaw Bay to Lake Superior, by way of Portage River and Lake, in the State of Michigan, with a view to making the same a free passage-way and harbors of refuge, to consider their value and all other matters connected with their usefulness to navigation, and which shall give information as to the expediency of the work and the desirability of their acquisition and improvement. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose.

Vol. 26, pp. 163, 435. *Post*, pp. 543, 557.

Chippewa River.

Improving Chippewa River, Wisconsin: Continuing improvement from Dalles Dam to its mouth, eighteen thousand seven hundred and fifty dollars.

Fox River.

Improving Fox River, Wisconsin: Continuing improvement below Montello, on the approved plan, fifty-six thousand two hundred and fifty dollars. And the Secretary of War is hereby directed to have the examination and survey of the Wisconsin River from Portage to the mouth, now being made by a board of engineers, completed as soon as practicable, and a report thereof made on or before the meeting of the next session of Congress. And the sum of six thousand dollars of the above appropriation, or so much thereof as may be necessary, may be expended at or near Portage City to prevent the overflow of the Wisconsin River into the Upper Fox River, so as to prevent injury to the Government works on Fox River; and this expenditure may be made separately, or, if deemed more economical by the Secretary of War, in addition to any protecting works which may be made by the State of Wisconsin.

Survey to be completed as soon as practicable.

Vol. 25, p. 418. *Post*, p. 508.

St. Croix River.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, seven thousand five hundred dollars.

Wabash River.

Improving Wabash River, Indiana and Illinois: Continuing work on lock and dams at Grand Rapids, and on the river from Grand Rapids, to its mouth, sixty thousand dollars, and nine thousand dollars to be expended on the river at Grayville [a].

[a] This paragraph appropriates only $60,000.

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White River.

Improving White River, Indiana: Continuing improvement, below Hazleton, seven thousand five hundred dollars.

Calumet River.

Improving Calumet River, Illinois: Continuing improvement, thirty thousand dollars; of which eleven thousand two hundred and fifty dollars are to be used between the Forks and one half mile east of Hammond, Indiana, five thousand six hundred and twenty-five dollars of which are to be used in dredging the river between the Forks and the State line of Illinois and Indiana, and five thousand six hundred and twenty-five dollars on the river at Hammond, Indiana: *Provided*, *however*, That no part of said sum, nor any sum heretofore appropriated, except the said eleven thousand two hundred and fifty dollars, for the river above the Forks shall be expended until the entire right of way, as set forth in Senate Executive Document Number Nine, second session Forty-seventh Congress, shall have been conveyed to the United States free of expense, and the United States shall be fully released from all liability for damages to adjacent property-owners, to the satisfaction of the Secretary of War; and if any of the owners of real estate required to be taken or that is damaged for the purpose of straightening or widening that portion of the Calumet River for which the appropriation herein is now made, cannot be induced to convey to the United States such real estate so required, and release their claim for damages caused by said improvement, or should the owner or owners be incapable of conveying and releasing, or should his or her name or residence be unknown, or he or she be a non-resident of the State of Illinois, it shall then be the duty of the United States attorney for the northern district of Illinois to immediately file a petition in any court having jurisdiction thereof, in the manner and as authorized by the laws of the State of Illinois in such cases, for the purpose of ascertaining the just compensation to be paid the respective owners of the land taken or damaged: *Provided*, *however*, That the other owners of property and parties interested in said improvement shall first execute a bond to the United States, to be approved by the Secretary of War, for the payment of the costs of such proceedings, and to pay any judgment that may be rendered therein; and on failure to do so the proceedings shall be dismissed.

Provisos.

Right of way to be first secured.

Condemnation proceedings.

Illinois River.

Improving Illinois River, Illinois: Continuing improvement, one hundred and twelve thousand five hundred dollars; of which sum three thousand seven hundred and fifty dollars may be expended in dredging the river in front of Peoria.

Board of Engineers to report on value, etc., of Hennepin Canal, etc.

The Secretary of War is authorized and directed to appoint a Board of three engineers from the United States Army whose duty it shall be to examine, in all their relations to commerce, the Illinois and Michigan Canal, and

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the proposed Hennepin Canal[a], to consider their value and all other matters connected with their usefulness to navigation, and shall report upon the acquisition and improvement of the Illinois and Michigan Canal and the construction of the Hennepin Canal. The said Board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon; and fifteen thousand dollars, or so much thereof as may be necessary, is hereby appropriated for this purpose: *Provided:* That nothing in this paragraph shall be construed as committing the Government to the said improvement.

Proviso.

Improving Gasconda River, Missouri: Continuing improvement, seven thousand five hundred dollars.

Gasconade River.

Improving Osage River, Missouri: Continuing improvement by snagging and removing obstructions, ten thousand dollars.

Osage River.

Improving Red River of the North, Minnesota: Continuing improvement from Breckinridge to the northern boundary-line of the United States, including dredging, removal of snags and bowlders, and construction of wing-dams, and so forth; and the money heretofore appropriated for locks and dams is hereby made available for this purpose.

Red River of the North.

Improving Yellowstone River between Glendive and the mouth, Montana: Continuing the improvement, eighteen thousand seven hundred and fifty dollars.

Yellowstone River.

Improving Mokelumne River, California, by removing obstructions, two thousand five hundred dollars.

Mokelumne River.

Improving Sacramento and Feather Rivers, California, forty thousand dollars of the money heretofore appropriated for improving said rivers that may remain unexpended at the end of the present fiscal year, for snagging and dredging operations and the cost of the proceedings hereinafter authorized, also ten thousand dollars to complete dredges authorized by act of July fifth, eighteen hundred and eighty-four; the balance of said unexpended money not to be used until the Secretary of War be satisfied that hydraulic mining hurtful to navigation has ceased on said rivers and their tributaries. If he be not so satisfied, he is hereby instructed to institute such legal proceedings as may be necessary to prevent the washing, sluicing, dumping, or discharging detritus, debris, or slickens, caused by or arising from such hydraulic mining, into either of said rivers or any of its tributaries, or into the San Joaquin River or any of its tributaries, or in or to such place or situation from which such detritus, debris, or slickens may be liable to be washed or carried by storms or floods into either of said rivers or tributaries; and he is hereby instructed to use out of said sum as much as may be necessary for said purpose.

Sacramento and Feather rivers.

Vol. 26, p. 668.

Post, p. 540.

Secretary of War to be satisfied that injurious hydraulic mining has ceased.

Legal proceedings to prevent.

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[a] Now known as the Illinois and Mississippi Canal.

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San Joaquin River; Stockton and Mormon sloughs.

Improving San Joaquin River and Stockton and Mormon Sloughs, California: Continuing improvement, eighteen thousand seven hundred and fifty dollars.

Canal at Cascades, Oreg.

Improving canal at the Cascades, Oregon: Continuing improvement, one hundred and eighty-seven thousand five hundred dollars.

Columbia River.

Improving the Upper Columbia River, including Snake River, Oregon and Washington Territory: Continuing improvement, ten thousand dollars.

Improving the mouth of the Columbia River, Oregon, one hundred and eighty-seven thousand five hundred dollars.

Willamette and Columbia rivers.

Improving Lower Willamette River, and Columbia River below Portland, Oregon: Continuing improvement, seventy-five thousand dollars; of which sum twenty-one thousand dollars for a snag boat to be used on the Willamette and Columbia Rivers, and five thousand dollars to be expended on the river in front of Portland.

Snag boat.

Willamette River above Portland.

Improving the Upper Willamette River above Portland, Oregon: Continuing improvement, ten thousand dollars.

Coquille River.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

Chehalis River.

Improving Chehalis River, Washington Territory: Continuing improvement, two thousand five hundred dollars.

Cowlitz River.

Improving Cowlitz River, Washington Territory: Continuing improvement, two thousand dollars.

Skagit, Stilaguamish, Nooksak, Snohomish, and Snoqualmie rivers.

Improving Skagit, Steilaquamish, Nootsack, Snohomish, and Snoqualmie Rivers, Washington Territory: Continuing improvement, ten thousand dollars.

Missouri River.

Improving Missouri River from its mouth to Sioux City: Continuing improvement, including necessary work at Omaha, Atchison, Saint Joseph, Fort Leavenworth Reservation, Arrow Rock, Kansas City, Plattsmouth, Brownsville, and Nebraska City, three hundred and seventy-five thousand dollars; to be expended under the direction of the Secretary of War, in accordance with plans and estimates to be furnished by the Missouri River Commission.

From Sioux City to Fort Benton.

Improving Missouri River from Sioux City to Fort Benton: Continuing improvement, sixty thousand dollars, under the direction of the Secretary of War.

Removing obstructions.

For removing obstructions in the Missouri River, twenty-two thousand five hundred dollars.

Ohio River.

Improving the Ohio River: Continuing improvement, three hundred and seventy-five thousand dollars; out of which sum thirty-seven thousand five hundred dollars are to be expended at Grand Chain in removing rocks and other obstructions to navigation at that locality; also eighteen thousand seven hundred and fifty dollars may be expended in constructing or aiding in the construction of such an embankment on the south side of the

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Great Miami River, near its junction with the Ohio, as may be necessary to confine the waters of the Great Miami in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio River now forming and obstructing navigation may be arrested; also thirty-seven thousand five hundred dollars, or so much thereof as may be necessary, of said appropriation shall be expended in constructing five ice-piers, pursuant to the present or prospective plans of the Chief of Engineers, at or near the following places, to wit: One at Pomeroy, Ohio; one at Middleport, Ohio; one at Gallipolis, Ohio; and one at Ironton, Ohio; and one at or near Ashland, Kentucky, on the south side of the Ohio River: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, perpetual leases or conveyances of the riparian rights of the property-owners at each of said localities, in the event said ice-piers, or any one of them, shall be located where there is no improved landing-place: *And provided further*, That at localities where there are improved landings he shall first obtain a relinquishment of wharfage rights and dues in favor of water-craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with. Also, out of said appropriation for the Ohio River eighteen thousand seven hundred and fifty dollars for removing obstruction at the mouth of Licking River; also eleven thousand two hundred and fifty dollars for completing ice-harbor at Four-Mile Bar, near Cincinnati; also twenty thousand dollars, or so much thereof as may be necessary, for Davis Island Dam.

Ice piers.

Provisos.

Riparian rights.

Relinquishment of wharfage rights.

For continuing operations upon the reservoirs at the headwaters of the Mississippi River, thirty-seven thousand five hundred dollars: *Provided*, That in the opinion of the Chief of Engineers the expenditure of this appropriation and the ultimate completion of this part of the reservoir system will adequately improve navigation.

Mississippi River reservoirs.

Proviso.

For operating snag-boat on Upper Mississippi River, twenty-two thousand five hundred dollars.

Upper Mississippi River.

Improving Mississippi River from Saint Paul to Des Moines Rapids: Continuing improvement, three hundred and eighty-two thousand five hundred dollars; of which sum six thousand dollars or so much thereof as may be necessary, shall be applied to the removal of the rock at Duck Creek Chain, at the Rock Island Rapids; and of which sum the further amount of fifteen thousand dollars, or so much thereof as may be necessary, may be used by the Secretary of War, in his discretion, for continuing the practical test of the flume invented by M. J. Adams, the said test to be made under the supervision and direction of said Adams; but if not so used the sum shall remain as a part of said appropriation, and be used for the purposes first in this paragraph specified.

Mississippi River from St. Paul to Des Moines Rapids.

Test of flume.

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Mississippi River at Des Moines Rapids Canal.

Improving Mississippi River at Des Moines Rapids Canal, under the modified project, twenty-six thousand two hundred and fifty dollars; of which sum fifteen thousand dollars are to be used for pier construction, in extending the outer wall of canal to the pivot-pier of the bridge.

Dry dock.

For dry-dock at Des Moines Rapids, forty-eight thousand seven hundred and fifty dollars.

Ice harbor, Dubuque.

Improving ice-harbor at Dubuque, Iowa, the unexpended balance, or so much thereof as shall be necessary, shall be applied to paving instead of riprapping said ice-harbor.

From Des Moines Rapids to Illinois River.

Improving Mississippi River from Des Moines Rapids to the mouth of the Illinois River, including the river at Quincy Bay and the removal of the bars at the mouth of Whipple Creek and Hamburg Bay, including also the strengthening of Sny Island Levee where it crosses Snicarte Slough and other sloughs: Continuing the improvement, one hundred and fifty thousand dollars.

From Illinois River to Ohio River.

Improving Mississippi River from the mouth of the Illinois River to the mouth of the Ohio River, including the completion of the work at Alton, and, at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River: Continuing improvement, three hundred and seventy-five thousand dollars; of which thirty-seven thousand five hundred dollars, or so much thereof as may be necessary, to be expended in extending the work for the protection of the eastwardly bank of the Mississippi River at Cairo, and the prevention of its wash or erosion, commencing at the southerly end of the present Government revetment work and continuing down stream, and twenty-two thousand five hundred dollars for continuing improvement at Cape Girardeau, Missouri, and Montana Point, Illinois: *Provided*, That the Secretary of War, in his discretion may use not to exceed seventy-five thousand dollars of said sum of three hundred and seventy-five thousand dollars to correct the current of the river and improve the channel at Saint Louis.

From Head of Passes to Ohio River.

Improving Mississippi River from Head of the Passes to the mouth of the Ohio River: Continuing improvement, two million dollars; which sum shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands or private property by overflows: *Provided, however*, That the Commission is authorized to repair and build levees if, in their judgment, it should be done as part of their plan to afford ease and safety to the navigation and commerce of the river and to deepen the channel: *And provided further*, That no

Provisos.

Levees.

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works of bank protection or revetment shall be executed in said reaches or elsewhere until after it shall be found that the completion of the permeable contracting works and uniform width of the high-water channel will not secure the desired stability of the river banks: *Provided, however*, That nothing herein contained shall prevent the construction of revetment works where the banks are caving at Greenville Reach, Delta Point, in front of the cities of Vicksburg, Memphis, Hickman, and Columbus: *And provided further*, That contraction works shall be built at the same time in the wide portions of the river immediately above the said revetment works. Of the amount herein appropriated for the Lower Mississippi, seventy-five thousand dollars are to be expended in continuing the work in progress at New Orleans; one hundred and eighty-seven thousand five hundred dollars for the rectification of the Red and Atchafalaya Rivers by preventing further enlargement of the latter stream and restricting its outlet capacity, and for keeping open a navigable channel through the mouth of Red or Old River into the Mississippi; thirty-seven thousand five hundred dollars in improving navigation in the Greenville Reach, by preventing the bank at Greenville from further caving; seventy-five thousand dollars in deepening the channel at Vicksburg by dredging through the bar existing there; but this last-named sum shall not be expended unless after another examination or survey the Commission shall deem it advisable; and if they shall not, then thirty-seven thousand five hundred dollars shall be expended in the improvement of navigation at Vicksburg by constructing suitable dikes and other appropriate works, and fifty-six thousand two hundred and fifty dollars in completing the work on the river at Memphis; also eighteen thousand seven hundred and fifty dollars for work on the river at Hickman, and eighteen thousand seven hundred and fifty dollars for work on the river at Columbus, Kentucky.

South Pass. Examinations and surveys.

For examinations and surveys at South Pass, of the Mississippi River, pursuant to the act of March third, eighteen hundred and seventy-five, ten thousand dollars.

Survey from Head of Passes to headwaters.

For survey of the Mississippi River from the Head of the Passes to its headwaters: Continuing survey, thirty thousand dollars.

Gauging.

For gauging the waters of the Lower Mississippi River and its tributaries, as provided for in joint resolution of the twenty-first of February, eighteen hundred and seventy-one, five thousand dollars.

Removal of snags, etc.

For continuing the removal of snags, wrecks, and other obstructions in the Mississippi River, fifty-six thousand two hundred and fifty dollars.

Columbia River, gauging.

For gauging the waters in the Columbia River, one thousand dollars.

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Harbor lines to be established.
Vol. 25, p. 425. *Post*, p. 518. Vol. 26, p. 455. *Post*, p. 584. Vol. 28, p. 364. *Post*, p. 713. Vol. 30, p. 1151. *Post*, p. 887.

SEC. 2. That in places where harbor lines have not been established, and where deposits of débris of mines or stamp works can be made without injury to navigation, within lines to be established by the Secretary of War, said officer may, and is hereby authorized to, cause such lines to be established; and within such lines such deposits may be made, under regulations to be from time to time prescribed by him[a].

New York Harbor.
Prohibiting deposits in.
Vols. 25, p. 209; 28, p. 360; 30, p. 1155; 32, p. 875.
Post, pp. 481, 709, 893, 1010.

SEC. 3. It shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, slack, rubbish, wreck, filth, slabs, edgings, sawdust, slag, or cinders, or other refuse or mill-waste of any kind, into New York Harbor: *Provided*, That nothing herein contained shall extend, or be construed to extend, to the casting out, unlading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or keeping in repair, any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of said harbor, or to the casting out unloading or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising the improvement of said harbor most judicious and practicable and for the best interests of such improvement.

Proviso.
Not to prevent improvements.

Regulations, etc., to be prescribed by Secretary of War to secure economical expenditure of appropriation, etc.

SEC. 4. The Secretary of War shall prescribe such rules and regulations as may be necessary to secure a judicious and economical expenditure of the money herein appropriated, and shall cause to be made and submitted to Congress annual reports, together with maps and plans, including the report of the Mississippi River Commission, on or before December first, giving detailed statements of the work done, contracts made, the expenditures thereunder or otherwise, and balances of money on hand up to November first, and the effect of such work, together with such recommendations as he may deem proper. He shall, at the same time, report to Congress all cases in which piers, breakwaters, locks, and dams, or other structures or works built or made by the United States in aid of commerce or navigation are used, occupied, or injured by a corporation or an individual, and the extent and mode of such use, occupation, or injury. He shall report, at the same time, whether any bridges, causeways, or structures now erected or in process of erection do or will interfere with free and safe navigation.

Vol. 30, p. 1152.
Post, p. 888.

Vol. 30, pp. 1151, 1153, 1154.
Post, pp. 886, 887, 889–892.

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[a] This section is amended by the river and harbor acts of Aug. 11, 1888 (sec. 12), Sept. 19, 1890 (sec. 12), Aug. 18, 1894 (sec. 9), and Mar. 3, 1899 (sec. 11).

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SEC. 5. It shall be the duty of the Secretary of War to apply the money herein appropriated for improvements other than surveys and estimates, in carrying on the various works, by contracts or otherwise, as may be most economical and advantageous to the Government. Where said works are done by contract, such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescribe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution and completion of the work according to such contract, and for the prompt payment of all liabilities incurred in the prosecution thereof for labor and material.

Work to be done by contract or otherwise.

Contracts.

SEC. 6. The Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the cost of improvements to be estimated, at the following localities, to wit:

Examinations and surveys.

In the States of—

ARKANSAS.

Arkansas.

Re-examination of Little River.

The lakes connecting with Red River, between Shreveport, Louisiana, and Fulton, Arkansas.[a]

Re-examination of Ouachita above Camden, Arkansas.

Saline River.[b]

Cache River.

CALIFORNIA.

California.

San Pedro Bay near the entrance to Wilmington Harbor, with a view to establishing an outer harbor for the protection of deep-draught vessels.

Mouth of Smith's River.

Crescent City Harbor, with a view to a sea-wall from Battery Point to Flat Rock.

CONNECTICUT.

Connecticut.

Five-Mile River Harbor.

Resurvey of Duck Island Harbor, on Long Island Sound, including plans, specifications, and estimate of cost for making the same a harbor of refuge.

DAKOTA TERRITORY.

Dakota.

James River.

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[a] The following-named streams were among those considered in the report upon this item, viz: Cypress Bayou, Soda Lakes, Clear Lake, Black Bayou (which empties into Clear Lake), Red Bayou (the one about 6 miles above Gilmer), Black Lake (known also as Cypress Brake), and Kelley Bayou.

[b] A tributary of Ouachita River.

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Delaware.

DELAWARE.

Duck Creek [Smyrna River].

Florida.

FLORIDA.

Punta Rassa Harbor.

Resurvey of Tampa Bay, including Hillsborough River up to the city of Tampa.

Resurvey of outer and inner bars at Pensacola.

Charlotte Harbor, including San Carlos Bay.

Clear Water Harbor, including Anclote and Saint Joseph's Bays and the Narrows into Boga Ciega Bay.

Wakulla River from its mouth to Wakulla Springs.

Survey of the channel from Haul-over, on Indian River, to Gilbert's Bar.

Saint Augustine, for a deep-sea channel on the outer bar.

Georgia.

GEORGIA.

Savannah River from cross-tides above Savannah to the bar, with a view to obtaining twenty-eight feet of water in the channel.

Flint River from Montezuma to Old Agency.

From Doboy Island to Doboy Bar. [a]

Jekyl Creek.

Illinois.

ILLINOIS.

Farm Creek, with a view to changing its course.

Kaskaskia River from New Athens to mouth.

Bars in Hamburg Bay.

Calumet River from the forks of the river near its entrance into Lake Calumet to Riverdale; also Calumet River from Riverdale to Blue Island.

Mississippi River at Rush Island Bend and Ivy Landing, with a view to confining and deepening the channel.

Indiana.

INDIANA.

For a survey of the Ohio River, near the city of Evansville, Indiana, with a view to determine what, if anything, will be necessary to prevent a change of the channel of the river in front of that city.

Kentucky.

KENTUCKY.

Pond River.

The Secretary of War is directed to report to the next session of Congress whether or not the Government dry-dock at the Louisville and Portland Canal is adequate for

[a] Doboy Island is at the mouth of Darien River, and is separated from Doboy Sound by Commodore Island. Doboy bar is in the ocean, opposite to the entrance to Doboy Sound.

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the purposes of commerce, and what alterations, if any, are necessary, and the cost of making the same.

Licking River, from Farmer's to West Liberty.

Salt River.

For ice-harbor at Paducah, Kentucky.

The bar at the mouth of Limestone Creek, in the harbor of Maysville.

LOUISIANA. Louisiana.

Little River [a].

Bayou Rouge.

Dugdemona River.

Mouth of Bayou Plaquemine, with a view to its connection with the Mississippi River by locks; also Bayou Plaquemine and other connecting streams, to form the best route to Grand Lake.

Bague [Bogue] Falia from present landing to Covington.

Calcasieu Pass, the two bars obstructing the navigation thereof.

Mouth of Calcasieu River, the bar obstructing its mouth.

Bayou Terrebonne from Houma to Thibodeaux.

Bayou Teche from Saint Martinsville to Fort Barre.

Mouth of Bayou La Fourche, with a view to the construction of a lock and dam; Clear Lake, Black Bayou, Red Bayou, Black Lake, and Kelley Bayou, to reopen navigable communication between those streams and Red River; Bayou La Fourche, to secure navigation at low water.

Cornay River.

Ouchita River from Camden to mouth, with a slack-water navigation.

Bayou Vermillion, to secure navigation from Abbeville to the railroad bridge of the Louisiana and Texas Railroad.

Bayou Rondeway.

Cypress Bayou.

Bayou Vidal.

MAINE. Maine.

Bayoduce [Bagaduce] River between the towns of Penobscot and Brooksville.

Big Rapids of Saint John's River.

Camden Harbor.

Rockport Harbor.

Kennebec River at Bath, and from Augusta to lower end of Perkin's Island.

Saint George's River [b] from Warren to Thomaston.

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[a] The report on this item had reference to the river of this name that empties into Black River.

[b] Known also as Georges River.

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Matinicus Isle, with a view to a harbor of refuge.
Penobscot River from Bangor to Bucksport Narrows.
Saint Croix River from Ferry Point Bridge, at Calais, to Breakwater Ledge.
Bar Harbor, Maine, with the view to establishing a breakwater and deepening the waters of said harbor, and especially the channel between Rodick's Island and Mount Desert Island.

Maryland.

MARYLAND.

Cambridge Harbor.
Fairlee Creek.
Patuxent River from Benedict to Hills Landing.
For widening the channel of Baltimore Harbor to six hundred feet.

Massachusetts.

MASSACHUSETTS.

Manchester Harbor.
Duxbury Harbor.
Wellflett Harbor.
Falmouth Harbor of Refuge.
Vineyard Haven Harbor.
Cottage City Harbor.
Menemsha Harbor of Refuge.
Taunton River.
Winthrop Harbor.
New Bedford Harbor.

Michigan.

MICHIGAN.

Bar in Saint Clair River opposite Saint Clair City.
Grand River.
North River between Essex and North Bridges [a].
Biddle's Point to Mackinac Harbor, with a view to a breakwater.
Harbor at Forestville, Lake Huron.
Pigeon River.
Mouth of Black River, Saint Clair County.
Carp River at Leland, with a view to affording an entrance to Carp Lake for harbor of refuge.
Lake Michigan at Empire, with a view to cutting a channel across the bar from Lake Michigan to Bar Lake.
Grand Traverse Bay, with a view to connecting it with Torch Lake, near Eastport.
Pinepog River.
Rouge River at its junction with Detroit River, and up the river to bridge of Saint Louis and Wabash Railroad.
Torch Lake Channel, Lake Superior.

Minnesota.

MINNESOTA.

Red River of the North from Moorhead to Fergus Falls.
Red Lake River from Grand Forks to Red Lake.

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[a] This locality could not be found.

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Mississippi River between Saint Paul and Saint Anthony's Falls.

Minnesota River with a view to its improvement by locks and dams.

MISSISSIPPI. Mississippi.

Tombigbee River, to ascertain what improvement is necessary to make said river continuously navigable from Vienna, Alabama, to Walker's Bridge, Mississippi.

Cassity [Cassidy] Bayou.

Noxubee River, to ascertain whether it can be made continuously navigable by a system of locks and dams, or otherwise.

Bear Creek [a].

MISSOURI. Missouri.

Resurvey of the Osage River from its mouth to Osceola, with a view to movable locks and dams, or other methods of improvement.

Little River from Hornersville to its junction with the Saint Francis River.

Saint Francis River from Greenville to the Arkansas State line.

NEW HAMPSHIRE. New Hampshire.

Bellamy River.

NORTH CAROLINA. North Carolina.

Alligator River.

Lockwood's Folly River.

Lumber River.

Yadkin River from South Carolina line to the Narrows.

Catawba River.

NEW JERSEY. New Jersey.

Thoroughfare running back of the ocean from Cape May to the Great Bay north of Atlantic City.

Channel back of Brigantine Beach, between Absecon and Brigantine Inlets.

NEW YORK. New York.

Channel between Jamaica Bay and Rockaway Inlet.

The East River with a view to the removal of a ledge of rocks situated between five and six hundred feet from the foot of Tenth and Eleventh streets in the city of New York.

Spring Creek.

Waddington Harbor.

Mouth of Patchouge River.

Hudson River between New Baltimore and Coxsackie.

Peter's Neck Bay.

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[a] A tributary of Tennessee River.

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Tonawanda Harbor and Niagara River between Black Rock and Tonawanda, with a view to a sixteen-foot channel.

Glen Cove Harbor.

Oregon.

OREGON.

Wood River.

Link River.

Suislaw River and Bar.

Coquille River between Coquille City and Myrtle Point.

Nehalem Bay and Bar.

Tillamook Bay and Bar.

Umpqua River.

Ohio.

OHIO.

Sandusky Harbor, with a view to a straight channel from the north end of Cedar Point to the east end of the existing channel in front of the city.

Big Hockhocking River [a] from its mouth to Coolville.

Chagrin River at its mouth.

Pennsylvania.

PENNSYLVANIA.

Darby Creek.

Rhode Island.

RHODE ISLAND.

Little Narragansett Bay, entrance to the wharves at Watch Hill.

South Carolina.

SOUTH CAROLINA.

Mosquito Creek between the South Edisto and Ashepoo Rivers, with a view to connect the South Edisto with the Ashepoo at or near Fenwick's Island.

Mingo Creek.

Clark's Creek.

Little Pee Dee River.

Alligator River and other waters connecting Santee River and Bull's Bay.

Tennessee.

TENNESSEE.

North Fork of the Forked Deer River below Dyersburg.

Obeils [Obey] River from the point where improvements have heretofore been made to the mouth of the West Fork.

Texas.

TEXAS.

Cedar Bayou, where it empties into Galveston Bay.

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[a] Usually called Hocking River.

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VIRGINIA. Virginia.

Mattox Creek.
Nansemond River.
Louisa [Levisa] Fork of [Big] Sandy River.
Roanoke River from Clarkesville, Virginia, to Eaton Falls, North Carolina.
Hunters Creek [a].

WEST VIRGINIA. West Virginia.

Meadow River.
Gauley River.
Coal River.

WISCONSIN. Wisconsin.

Harbor at Hudson, Lake Saint Croix.

Examination and report on the causes of the extraordinary overflows of the Chippewa River, and what means, if any, can be adopted to prevent their recurrence. Examinations, survey, etc., not specially provided for.

SEC. 7. For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred thousand dollars: *Provided*, That no surveys shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer shall report to said Chief of Engineers, whether, in his opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which he bases such opinion, including the present and prospective demands of commerce; and it shall be the duty of the Chief of Engineers to direct the making of such survey if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Proviso.

Preliminary examinations to be made before surveys.

Reports to be made to House of Representatives and printed

SEC. 8. That the Secretary of War shall report to Congress, at its next and each succeeding session thereof, the name and place of residence of each civilian engineer employed in the work of improving rivers and harbors by means and as the result of appropriations made in this and succeeding river and harbor appropriation bills, the time so employed, the compensation paid, and the place at and work on which employed.

Names of civilian engineers to be reported to Congress, etc.

Approved, August 5, 1886.

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[a] Location could not be found.

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Aug. 5, 1886. Vol. 24, p. 335.

CHAP. 930.—An Act To provide for protecting the interests of the United States in the Potomac River flats, in the District of Columbia.

Potomac River flats, D. C.

Suit to be brought to establish title, etc., in land affected by improvement.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Attorney-General of the United States to institute, as soon as may be, in the supreme court of the District of Columbia, a suit against all persons and corporations who may have or pretend to have any right, title, claim, or interest in any part of the land or water in the District of Columbia within the limits of the city of Washington, or exterior to said limits and in front thereof toward the channel of the Potomac River, and composing any part of the land or water affected by the improvements of the Potomac River or its flats in charge of the Secretary of War, for the purpose of establishing and making clear the right of the United States thereto.

* * * * *

No money to be spent on property in dispute until final decision.

SEC. 6. That until the final decision of the matters hereinbefore in this act mentioned shall have been had, no moneys appropriated for the improvement of the Potomac River within the District of Columbia, the establishment of harbor-lines in the District of Columbia, and the raising of the flats therein shall be expended otherwise than upon property in respect of which there is no claim adverse to the title of the United States or for the improvement of navigation in the said river.

Approved, August 5, 1886.

Feb. 28, 1887. Vol. 24, p. 429.

CHAP. 277.—An Act Granting to the Kanawha and Ohio Railroad Company the right to lay its track through United States lock and dam property in the Great Kanawha Valley, State of West Virginia.

Right of way to Kanawha and Ohio R. R. Co. through Government property on Kanawha River, W. Va.

Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kanawha and Ohio Railroad Company is hereby authorized to maintain and use its track through the United States property at lock and dam number six on the north side of the Great Kanawha River, in Kanawha County, West Virginia, and to use for a right of way through said property a section of land fifty-four feet wide and bounded and described as follows, to wit: Beginning at a point in the lower line of the United States lot one hundred and sixty-three feet from the corner stone marking the lower or western end of the line to said lot along the public road, running thence north sixty-six degrees east six hundred feet through the said lot to a point in the upper line thereof; thence with said upper line south twenty-four degrees thirty minutes east, crossing the center line of the said railroad at twenty-seven feet, in all fifty-four feet: thence south sixty-six

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degrees west six hundred feet through the said lot to a point in the lower line thereof; thence with the lower line of said lot north twenty-four degrees thirty minutes west, crossing the center line of the said railroad at twenty-seven feet, in all, fifty-four feet, to the place of beginning, containing about three-fourths of an acre. And the privilege is also hereby granted to said company of hereafter laying, maintaining, and using a track through the United States property on the north bank of said river at lock and dam number four, and at lock and dam number three, and at lock and dam number two, in said county, subject however, to the antecedent written consent and approval of the Secretary of War as to location, construction, and width of right of way: *Provided*, That said Kanawha and Ohio Railroad Company, its successors and assigns, shall if the Secretary of War in his discretion require it, pay a reasonable yearly rental for said property, the amount thereof to be ascertained and prescribed by the Secretary of War: *Provided, however*, That the said company shall construct and maintain, at its own cost, all such wagon-crossings, cattle-guards, and fences over and along the line of its road through the said Government property, at all of the four lock and dam sites mentioned in this act, as may be required by the Secretary of War: *Provided further*, That the said company shall take up and remove its track or tracks from the said property, or any part thereof, at either or all of the four sites mentioned, whenever thereto directed by the Secretary of War; and such removal shall not be made the foundation for any claim for damages against the United States: *And provided further*, That the right to repeal, alter, or amend this act is reserved to Congress.

Provisos.

Rental.

Crossings.

Removal of tracks when required.

Approved February 28, 1887.

CHAP. 4.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-seven, and for prior years, and for other purposes.

Feb. 1, 1888. Vol. 25, p. 4.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and eighty-seven, and for other objects hereinafter stated, namely:

Deficiencies appropriation, 1887.

* * * * *

To pay D. M. and C. P. Dull the amount ascertained by the Secretary of War to be due them for work done on the Great Kanawha River, West Virginia, and by reason of changes in their contract, and so forth, thirty-four

Payment to D. M. and C. P. Dull. Vol. 22, p. 209. *Ante*, p. 388.

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thousand three hundred and seventy-nine dollars and thirty cents.

Payment to Charles McCafferty.

To pay Charles McCafferty the amount ascertained by the Secretary of War to be due him for work on the Great Kanawha River, West Virginia, and by reason of changes in his contract, and so forth, thirty thousand three hundred and seventy dollars and fifteen cents [a]: *Provided*, That any contract indebtedness of said McCafferty incurred by subcontract, or for labor or material furnished for the prosecution of the work on which this sum is based, shall be first ascertained and paid by the Secretary of War and the balance paid to said McCafferty. Said amounts shall be received in full satisfaction of all claim under said contract.

Proviso. Payment of subcontracts.

* * * * *

FOX AND WISCONSIN RIVERS IMPROVEMENT.

Payment of judgments on account of damages, improvement of Fox and Wisconsin rivers.

For payment of judgments and awards recovered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, and reported to Congress by the Attorney-General in Senate Executive Document Ninety-four, Forty-ninth Congress, second session, as follows:

John Glatz, one hundred twelve dollars and fifty cents;

Andreas Haesly, four hundred and twenty-two dollars;

Rufus Lane, two hundred dollars;

R. C. Ernst, three hundred and twenty-five dollars:

Mary Young, six hundred sixty-two dollars and sixty-six cents;

E. B. Fisk, four hundred fifty-eight dollars and thirty-three cents;

William McLaren, five hundred thirty-six dollars and sixty-six cents;

Frederick Nable, six hundred ninety-eight dollars;

Henry Kuhn, four hundred and fifty dollars;

Eliza A. Clark, three hundred and fifty dollars;

Emily L. Stickney, three hundred dollars;

Henry Kempf, two hundred and fifty dollars;

John Kien, three hundred seventeen dollars and thirty-three cents;

Robert Buckstaff, six hundred and fifty dollars;

Charles Morgan, eight hundred five dollars and eighty-three cents;

Caroline Mitchell, Nellie Mitchell, Mary Blackman, Alice Mitchell, and Emma Mitchell, heirs of Samuel Mitchell, deceased, three hundred forty-one dollars and sixty-six cents;

Sarah P. Locke, six hundred thirty-one dollars and sixty-six cents;

T. A. Rogers, five hundred and eleven dollars;

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[a] The amount actually paid pursuant to the provisions of this paragraph was $29,283.84, the balance, $1,086.31, having been returned to the surplus fund.

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N. Naumer, five hundred eighty-two dollars and fifty cents;

Nelson Allen, four hundred sixty-two dollars and fifty cents;

William B. Knapp, six hundred ninety-one dollars and sixty-seven cents;

John Gores, four hundred thirty-six dollars and sixty-six cents;

G. A. Randall, two hundred and eighty dollars;

Charles Kalbus, five hundred sixteen dollars and sixty-six cents;

F. C. Arnold, four hundred and seventy-five dollars;

Balthazar Gallatine, four hundred twenty-six dollars and sixty-six cents;

Charles Rohr, five hundred ninety-one dollars and sixty-six cents;

Carl Derber, four hundred dollars;

George Rogers, two thousand four hundred and forty dollars;

Commodore Rogers, one thousand four hundred and eighty dollars;

Martha E. Roberts, two thousand two hundred thirty-three dollars and thirty-three cents;

D. L. Libbey, two thousand one hundred ninety-six dollars and ninety-six cents;

Henry C. Westphal, three hundred and fifty dollars;

L. C. Porter, three hundred and ten dollars;

John Ryf, one thousand three hundred and seventy-five dollars;

J. E. La Grange, one thousand two hundred and ninety dollars and sixty-six cents;

W. H. Ternouth, four hundred and seventy dollars;

Pauline Schaffer, substituted for August Schaffer, ninety dollars;

Frederick Webber, seventy-five dollars;

Fred. Malchow and John F. Brown, four hundred dollars;

Ferdinand Flester, one hundred and fifty dollars;

Ed. M. Brainerd, seven hundred and twenty-five dollars;

August Beduhn, three hundred eleven dollars and sixty-six cents;

P. C. Callup, four hundred and fifty dollars;

Wilhelmine Naffin, four hundred fifty-three dollars and thirty-three cents;

John R. Wheeler, four hundred forty-three dollars and thirty-three cents;

George M. F. Arnold, three hundred fifty-eight dollars and thirty-three cents;

Hugh Gear, four hundred eighty-three dollars and thirty-three cents;

Mary Dickinson, six hundred and twenty-five dollars;

A. Ackermann, three hundred fifteen dollars and twenty-five cents;

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Robert Jaenicke, four hundred sixty-two dollars and fifty cents;

A. Merton, five hundred dollars;

Regina Laescher, two hundred dollars;

Lorenz Kenzel, one hundred and fifty dollars;

John Scheer, one hundred dollars;

Robert Petzhold, five hundred and sixty dollars;

Orson Angell, eight hundred and forty dollars;

Charles E. Angell, two hundred and fifty dollars;

Nelson Shepperd, Catharine Shepperd, and Walter Shepperd, by his guardian ad litem, Nelson Shepperd, three hundred dollars;

Thomas Davis, six hundred and sixteen dollars and sixty-six cents;

Theodore Grubbe, one thousand three hundred dollars;

Francis Weyerhurst, four hundred dollars;

Lucas M. Miller, five thousand three hundred and thirty-two dollars;

Frederick Malchow, one hundred and forty dollars;

Ludwig Malchow, three hundred dollars;

Gottlieb Doehmel, one thousand two hundred and ten dollars;

Eric B. Sternan, six hundred and eighty-two dollars;

Mahala Sturtevant, one thousand dollars;

Charles Robinson, three hundred and forty-four dollars;

Patrick Quilty, one hundred dollars;

G. W. Washburn, nine hundred dollars;

The Island Park Association and Gabe Bouck, one thousand one hundred forty-four dollars and seventy-two cents;

Peter McCourt, three hundred and fifty dollars;

August Porath, four hundred and eighty dollars;

John Winchlag, two hundred and ten dollars;

John Behrand, one hundred dollars;

John Leonard, six hundred and twenty-five dollars;

Mary E. Wright, one thousand three hundred dollars;

William E. Mills, six hundred and sixty dollars;

Ed. L. Matthewson, three thousand nine hundred and forty-five dollars;

George W. Merritt, executor of the last will and testament of Eliza Merritt, deceased, seven hundred and eighty-four dollars;

Sedate D. Paddleford, two thousand four hundred dollars;

John Strum, seven hundred and forty-five dollars;

John Schroeder, seven hundred and forty-four dollars;

Hansuma S. Bangs, as administratrix of the estate of Alexander Bangs, one thousand one hundred and forty dollars;

A. S. Trow, seven hundred and fifty dollars;

George Allanson, substituted for J. D. Harris, one hundred and sixty dollars;

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Mary W. Stow, two thousand seven hundred sixty-four dollars and eighty cents;

Benjamin F. Moore, four thousand five hundred forty-two dollars and sixty-one cents;

Heman Hodgkin, two thousand eight hundred fifty-eight dollars and six cents;

Ann White, seven hundred and forty-two dollars;

Joseph Kinsman, four thousand nine hundred sixty-three dollars and ninety-seven cents;

D. D. Trelevan, surviving executor of last will and testament of T. J. Wood, deceased, one thousand four hundred and sixty-six dollars and forty-nine cents;

Richard B. Charles, nine hundred and sixty dollars;

William R. Tallmadge, as executor of the last will and testament of William R. Tallmadge and Sarah J. Tallmadge, deceased, three hundred and twenty dollars;

Gustavus A. Bensom, and Henry A. Geisse, trustees of the estate of F. William Geisse, five hundred and twenty-four dollars;

James Whitton, six hundred and eighty-two dollars;

Dennis Ryan, three hundred and eighteen dollars;

Nicholas Krebsbach, four hundred seventeen dollars and ninety cents;

Peter Krebsbach, four hundred seventeen dollars and ninety cents;

Mirton F. Mosher, as administrator of the estate of Jeremiah Mosher, deceased, one thousand four hundred seventy-seven dollars and fifty-two cents;

L. H. Bishop, Luke W. Bishop, Lucerne Bishop, Lucretia Bishop, Louisa M. Bishop, and Lafayette Bishop, eight hundred and fifty-seven dollars;

James A. Fisher, one thousand two hundred and sixty dollars and thirty-three cents;

Ezra Peebles, six hundred four dollars and forty-five cents;

J. C. Robbins, seven hundred sixty-nine dollars and fifty-five cents;

Cynthia B. Ripley, two hundred thirty-two dollars and twelve cents;

Isaiah Rifenbach, one thousand one hundred forty-nine dollars and eighty-two cents;

Valentine Mingel, one thousand four hundred sixty-five dollars and eighty-eight cents;

Alexander W. Stow, and Randall A. Snow, three thousand dollars;

Marcellus Ayers, one hundred and fifty dollars;

Harvey D. Saint John, six hundred dollars;

Theodore Herling, three hundred dollars;

Antoinette Herling, seventy-five dollars;

W. H. Miller, as administrator of the estate of William Miller, deceased, and I. Newton Miller, three thousand three hundred seventy-nine dollars and twenty cents;

John S. McDonald, six hundred and forty dollars;

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Ralph O. Fox and Edward McCaffrey, one hundred seven dollars and twenty cents;

James Rockafellow, one hundred thirty-three dollars and thirty-eight cents;

Catherine Stillwell, four hundred thirty-nine dollars and forty-five cents;

Francis E. Aldrich, one hundred twenty dollars and seventy cents;

George Ennis and Samuel Ennis, six hundred dollars;

Martha J. Rundell, seventy-three dollars and twenty cents;

Joseph Yates, three hundred dollars;

R. S. Harrington, one hundred and twenty-five dollars;

Henry B. Basing, fifty dollars; in all, one hundred thousand, twenty-four dollars and fifty-three cents.

Provisos. Limitation for bringing suits.

Provided, That hereafter the United States Government shall not be held liable for damages heretofore or now caused by the overflow of the lands or other property of any person in the prosecution or maintenance by the United States Government of any of the works of improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, unless the action of proceeding to ascertain and determine the amount for which compensation is now legally owing for the damages occasioned by such overflow, and as contemplated by the act of Congress approved March third, eighteen hundred and seventy-five, entitled "An act to aid in the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin," shall have been or shall be commenced as provided in said act, and the acts amendatory thereof, prior to the passage of this act, and all claims and causes of action now existing upon which no proceeding has been already or shall be taken within the time last specified to enforce the same shall be forever barred. And the said act approved March third, eighteen hundred and seventy-five be, and the same is hereby, repealed, but no action or proceeding which shall be pending shall be in any way affected by this repeal: *Provided, however*, That all appeals on the part of the United States to the courts from the awards and determinations of any such commission shall proceed in the same manner as though said act had not been repealed.

Vol. 18, p. 506.
Ante, p. 252.

Vol. 18, c. 166, p. 506, repealed.

Proviso. Appeals.

Charles Sweany. Payment to, damages, Fox and Wisconsin rivers.

To pay amount of judgment in favor of Charles Sweany for flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, certified by the Attorney-General in House Executive Document Number Two hundred and seven, Forty-ninth Congress, first session, one thousand, sixty-seven dollars and nine cents, being in addition to the sum of one hundred fourteen dollars and sixty-five cents appropriated for costs on appeal to the superior court in the deficiency appropriation act approved August fourth, eighteen hundred and eighty-six.

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To pay the amounts due the several commissioners to ascertain flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, as follows:

Payment of commissioners to ascertain damages, Fox and Wisconsin rivers.

To Commissioner J. V. Swetting, one thousand one hundred seventy-three dollars and twenty-five cents;

To Commissioner J. C. Burdick, one thousand four hundred forty dollars and ninety-five cents;

To Commissioner J. C. Thompson, eight hundred eighty-two dollars and sixty cents;

To Commissioner G. H. Buckstaff, three hundred thirty-two dollars;

To Commissioner E. M. Wadsworth, two hundred fifty-five dollars and fifteen cents;

To Commissioner G. H. Read, three hundred fifty-seven dollars and thirty cents.

To Commissioner J. C. Burdick, one thousand five hundred and sixty-four dollars;

To Commissioner J. V. Swetting, one thousand five hundred and sixty-four dollars;

To Commissioner B. L. Cornish, one thousand four hundred and eighty-five dollars;

To Commissioner G. H. Buckstaff, one thousand four hundred and eighty-five dollars;

In all, ten thousand five hundred and thirty-nine dollars and eighty-five cents.

That so much of the act approved August fourth, eighteen hundred and eighty-six, making appropriations to supply deficiencies in the appropriations for the fiscal year eighteen hundred and eighty-six and for prior years, and for other purposes, as appropriates twenty-two thousand two hundred and eighty-seven dollars and six cents to pay the unappealed judgment and award of Augusta [*sic*] G. Ruggles, recovered against the United States, and reported by the Attorney-General in Executive Document Number Two hundred and seven, Forty-ninth Congress, first session, be, and the same is hereby, so amended as to appropriate only the sum of twenty thousand two hundred and eighty-seven dollars and six cents [a].

Augusta G. Ruggles. Amount appropriated for, reduced. Vol. 24, p. 283. *Ante*, p. 431.

* * * * *

Approved, February 1, 1888.

[No. 5.] Joint Resolution Authorizing the Secretary of War to appoint a Board of three engineers to examine and report in relation to the Delaware River between the city of Philadelphia, Pennsylvania, and Camden, New Jersey, and for other purposes.

Mar. 5, 1888. Vol. 25, p. 618.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,

[a] The total amount paid to Augustus G. Ruggles under the act approved August 4, 1886, as amended by this act, approved February 1, 1888, was $21,612.48, including interest.

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Secretary of War to appoint Board of Engineers to examine Delaware River at Philadelphia, Pa., and Camden, N. J.

That the Secretary of War be, and he is hereby, authorized to immediately appoint a board of three engineers from the United States army whose duty it shall be to examine in all their relations to commerce the Islands known as Smith's Island, Windmill Island and Petty's Island in the Delaware River between the city of Philadelphia in the State of Pennsylvania and the city of Camden in the State of New Jersey, which board shall forthwith report to the Secretary of War as to whether said islands or any shoal in the said river between or adjacent to the said islands or any of them constitute an obstruction to the commerce of the Delaware river or to the passage of vessels between the said States and with a view to removing said islands and shoals to report a plan with the estimate of cost for their removal in whole or in part and for the improvement of the harbor of the port of Philadelphia including the probable cost to the Government of said islands so as to secure free and uninterrupted commerce upon the said Delaware river and the unobstructed passage of vessels to and from and between the said States; and the sum of five thousand dollars or so much thereof as shall be necessary is hereby appropriated to be paid out of any money in the Treasury not otherwise appropriated to defray the expense of such survey and report.

Appropriation.

Approved, March 5, 1888.

Mar. 30, 1888. Vol. 25, p. 47.

CHAP. 47.—An Act To provide for certain of the most urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-eight, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, for the service of the fiscal year ending June thirtieth, eighteen hundred and eight-eight, and prior years, namely:

Urgent deficiencies appropriations.

* * * * *

Examinations, etc., South Pass, Mississippi River. Vol. 18, p. 463. *Ante*, p. 246. Vol. 20, p. 168. *Ante*, p. 281.

EXAMINATIONS AND SURVEYS AT SOUTH PASS, MISSISSIPPI RIVER: Annual expenses of ascertaining the depth of water and width of channel secured and maintained from time to time at South Pass of the Mississippi River, to enable the Secretary of War to report to Congress during the maintenance of the work, as required by Congress, eight thousand eight hundred dollars.

* * * * *

Approved, March 30, 1888.

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CHAP. 55.—An Act For the relief of R. G. Huston and Company.

Apr. 2, 1888. Vol. 25, p. 1030.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he hereby is, authorized and directed to pay R. G. Huston and John B. Neely, partners as R. G. Huston and Company, the sum of seven thousand five hundred and seventy-two dollars and forty-eight cents, for replacing earth and material washed away from the levees [on Mississippi River] from Milton to Raleigh, in the State of Louisiana, by the extraordinary floods of February, eighteen hundred and eighty-three, the same being in full payment for all extra work done by them in connection with their contract with the United States under date of October third, eighteen hundred and eighty-two; and said sum is hereby appropriated to the payment of the same out of any moneys in the Treasury not otherwise appropriated.

R. G. Huston & Co. Payment to.

Approved, April 2, 1888.

CHAP. 194.—An Act To facilitate the prosecution of works projected for the improvement of rivers and harbors.

Apr. 24, 1888. Vol. 25, p. 94.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War may cause proceedings to be instituted, in the name of the United States, in any court having jurisdiction of such proceedings, for the acquirement by condemnation of any land, right of way, or material needed to enable him to maintain, operate or prosecute works for the improvement of rivers and harbors for which provision has been made by law; such proceedings to be prosecuted in accordance with the laws relating to suits for the condemnation of property of the States wherein the proceedings may be instituted: *Provided, however*, That when the owner of such land, right of way, or material shall fix a price for the same, which in the opinion of the Secretary of War, shall be reasonable, he may purchase the same at such price without further delay: *And provided further*, That the Secretary of War is hereby authorized to accept donations of lands or materials required for the maintenance or prosecution of such works [a].

Condemnation of land for river and harbor improvements. Vol. 5, p. 468. *Ante*, p. 95.

Provisos.

Purchase.

Donations.

Approved, April 24, 1888.

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[a] Act approved August 1, 1888 (chap. 728, vol. 25, p. 357, not included in this compilation), is somewhat similar to this act, though less comprehensive. See joint resolution approved September 11, 1841, page 95 hereof.

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May 9, 1888. Vol. 25, p. 136.

CHAP. 234.—An Act To authorize the city of Chicago to erect a crib in Lake Michigan for water-works purposes.

Lake Michigan. Chicago authorized to extend water works.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby given to the city of Chicago, county of Cook, State of Illinois, to extend a tunnel, or inlet pipes, into Lake Michigan, so far as may be deemed necessary, to insure a supply of pure water and to erect a pier or piers and crib in the navigable waters of said lake, for the making, preserving and working of said aqueducts or pipes or tunnel, the plan and location thereof to be subject to the approval of the Secretary of War: *Provided*, That said city shall furnish and maintain at its own expense, such beacon-lights or other signals on such piers or crib, as the Light-House Board shall prescribe.

Proviso. Lights.

Approved, May 9, 1888.

May 16, 1888. Vol. 25, p. 151.

CHAP. 257.—An Act Relating to the anchorage of vessels in the port of New York.

New York Harbor. Anchorage grounds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is authorized, empowered, and directed to define and establish an anchorage ground for vessels in the bay and harbor of New York, and in the Hudson and East Rivers, to adopt suitable rules and regulations in relation thereto, and to take all necessary measures for the proper enforcement of such rules and regulations.

Regulations.

Penalty for violating rules.

SEC. 2. That in the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

Effect.

SEC. 3. That this act shall take effect immediately.

Approved, May 16, 1888.

May 21, 1888. Vol. 25, p. 1069.

CHAP. 304.—An Act For the relief of Emory R. Seward.

Emory R. Seward. Payment to.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, directed to pay to Emory R. Seward, out of any money in the Treasury not otherwise appropriated, the sum of eight thousand one hundred and seventy-four dol-

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lars and seventy-nine cents, for balance due said Seward for work done in removing rock at the entrance of New Rochelle Harbor, State of New York: *Provided*, If in the judgement of the Chief of Engineers, the necessities of commerce require the completion of said contract, or any portion of it, there shall in making settlement with the said Emory R. Seward be deducted from the above-named appropriation such an amount, as in his judgment, it will cost in excess of the sum of six hundred and twenty-five dollars to complete such contract in a manner to meet the necessities of commerce at that point.

Proviso.

Deduction.

Approved, May 21, 1888.

CHAP. 496.—An Act To prevent obstructive and injurious deposits within the harbor and adjacent waters of New York City, by dumping or otherwise, and to punish and prevent such offenses.

June 29, 1888. Vol. 25, p. 209.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the placing, discharging, or depositing, by any process or in any manner, of refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind, other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the tidal waters of the harbor of New York, or its adjacent or tributary waters, or in those of Long Island Sound, within the limits which shall be prescribed by the supervisor of the harbor, is hereby strictly forbidden, and every such act is made a misdemeanor, and every person engaged in or who shall aid, abet, authorize, or instigate a violation of this section, shall, upon conviction, be punishable by fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor more than two thousand five hundred dollars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one-half of said fine to be paid to the person or persons giving information which shall lead to the conviction of this misdemeanor.

New York Harbor.

Injurious deposits in, forbidden.

Vols. 24, p. 329; 28, p. 360; 30, p. 1155; 32, p. 375.

Ante, p. 462; *post*, pp. 709, 893, 1010.

Punishment.

SEC. 2. That any and every master and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel, who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit, or discharge in the waters of the harbor of New York, or in its adjacent, or tributary waters, or in those of Long Island Sound, or to any point or place elsewhere than within the limits defined and permitted by the supervisor of the harbor hereinafter mentioned, shall be deemed guilty of a violation of this act, and shall, upon conviction, be punishable as hereinbefore provided for offenses

Punishment to officer of boat violating.

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in violation of section one of this act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

Transporting matter to discharging place. Vol. 28, p. 360. *Post*, p. 709. Vol. 35, pp. 424, 426. *Post*, p. 1311.

SEC. 3. That in all cases of receiving on board of any scows or boats such forbidden matter or substance as herein described, it shall be the duty of the owner or master, or person acting in such capacity, on board of such scows or boats, before proceeding to take or tow the same to the place of deposit, to apply for and obtain from the supervisor of the harbor appointed hereunder a permit defining the precise limits within which the discharge of such scows or boats may be made; and any deviation from such dumping or discharging place specified in such permit shall be a misdemeanor within the meaning of this act; and the master and engineer, or person or persons acting in such capacity, on board of any tow-boat towing such scows or boats, shall be equally guilty of such offense with the master or person acting in the capacity of master of the scow, and be liable to equal punishment.[a]

Permits.

Punishment for violation.

Disposal of matter dredged.

SEC. 4. That all mud, dirt, sand, dredgings, and material of every kind and description whatever taken, dredged, or excavated from any slip, basin, or shoal in the harbor of New York, or the waters adjacent or tributary thereto, and placed on any boat, scow, or vessel for the purpose of being taken or towed upon the waters of the harbor of New York to a place of deposit, shall be deposited and discharged at such place or within such limits as shall be defined and specified by the supervisor of the harbor, as in the third section of this act prescribed, and not otherwise. Every person, firm, or corporation being the owner of any slip, basin, or shoal, from which such mud, dirt, sand, dredgings, and material shall be taken, dredged, or excavated, and every person, firm, or corporation in any manner engaged in the work of dredging or excavating any such slip, basin, or shoal, or of removing such mud, dirt, sand, or dredgings therefrom, shall severally be responsible for the deposit and discharge of all such mud, dirt, sand, or dredgings at such place or within such limits so defined and prescribed by said supervisor of the harbor; and for every violation of the provisions of this section the person offending shall be guilty of an offense against this act, and shall be punished by a fine equal to the sum of five dollars for every cubic yard of mud, dirt, sand, dredgings, or material not deposited or discharged as required by this section. Any boat or vessel used or employed in violating any provision

Responsibility.

Legal proceedings.

[a] This section is amended by section 3 of the act of August 18, 1894. Section 12 of the river and harbor act approved June 13, 1902, amends the last paragraph of section 20 of the river and harbor act approved March 3, 1899, by declaring that nothing in the last-named act shall be construed as repealing, modifying, or in any manner affecting the provisions of the above act, approved June 29, 1888, as amended by section 3 of the act of August 18, 1894.

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of this act, shall be liable to the pecuniary penalties imposed thereby, and may be proceeded against summarily by way of libel in any district court of the United States, having jurisdiction thereof.

Supervisor of harbor to be appointed.

SEC. 5. That a line officer of the Navy shall be designated by the President of the United States as supervisor of the harbor, to act under the direction of the Secretary of War in enforcing the provisions of this act, and in detecting offenders against the same. This officer shall receive the sea-pay of his grade, and shall have personal charge and supervision under the Secretary of War, and shall direct the patrol boats and other means to detect and bring to punishment offenders against the provisions of this act.

Appropriation.

SEC. 6. That the sum of thirty thousand dollars or so much thereof as may be necessary, is hereby appropriated to carry out the provisions of this act; and the Secretary of the Treasury is hereby authorized to pay that sum from moneys in the Treasury not otherwise appropriated.

Approved, June 29, 1888.

CHAP. 860.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Aug. 11, 1888. Vol. 25, p. 400.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

River and harbor appropriations.

Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars.

Harbors. Rockland, Me.

Improving breakwater at the mouth of Saco River, Maine: Continuing improvements and repairs, twelve thousand five hundred dollars.

Mouth of Saco River, Me.

Improving harbor at York, Maine: Continuing improvement, ten thousand dollars.

York, Me.

For commencing the construction of a breakwater from Mount Desert to Porcupine Island, Maine, fifty thousand dollars.

Mount Desert breakwater, Me.

Improving harbor at Portland, Maine: Continuing improvement, forty thousand dollars.

Portland, Me.

Improving harbor at Camden, Maine, five thousand dollars.

Camden, Me.

Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand dollars.

Back Cove, Portland, Me.

Improving harbor at Rockport, Maine, ten thousand dollars.

Rockport, Me.

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Portsmouth, N. H. Improving harbor at Portsmouth, New Hampshire: Continuing improvement, fifteen thousand dollars.

Little Harbor, N. H. Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement on the enlarged plan, twenty thousand dollars.

Burlington, Vt. Improving harbor at Burlington, Vermont: Continuing improvement, thirty-five thousand dollars.

Hero Islands, Vt. Improving the channel between the islands of North Hero and South Hero, Lake Champlain, Vermont, ten thousand dollars.

Gordons Landing, Vt. Improving harbor at Gordon's Landing, Lake Champlain, Vermont: Continuing improvement, ten thousand dollars.

Boston, Mass. Improving harbor at Boston, Massachusetts: Continuing improvements, one hundred and twenty-five thousand dollars; one half of which shall be used in widening the main ship channel at the "upper and lower middle;" and so much thereof as may be necessary may be expended in extending the sea-wall at Gallup's Island.

Lynn, Mass. Improving harbor at Lynn, Massachusetts: Continuing improvement, ten thousand dollars; a part of which may, in the discretion of the Secretary of War, be used at the Point of Pines and in the western channel leading thereto, and a portion in the basin enclosed by the wharves of said city of Lynn.

Nantucket, Mass. Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty thousand dollars.

Newburyport, Mass. Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Plymouth, Mass. Improving harbor at Plymouth, Massachusetts: Continuing improvement, six thousand dollars; a part of which may, in the discretion of the Secretary of War, be applied to the improvement in said harbor of Goose Point Channel to the port of Kingston and North Plymouth.

Provincetown, Mass. Improving harbor at Provincetown, Massachusetts: To complete, seven thousand dollars.

Scituate, Mass. Improving harbor at Scituate, Massachusetts: Continuing improvement, five thousand dollars.

Gloucester, Mass. Improving harbor at Gloucester, Massachusetts: Dredging Harbor Cove and removing ledge and boulders obstructing the approach to the wharves between Harbor Cove and Pew Wharf, ten thousand dollars.

Wareham, Mass. Improving harbor at Wareham, Massachusetts: Continuing improvement, four thousand dollars.

New Bedford, Mass. Improving harbor at New Bedford, Massachusetts, ten thousand dollars.

Hingham, Mass. Improving harbor at Hingham, Massachusetts: Continuing improvement, five thousand dollars, a part of which may, in the discretion of the Secretary of War, be applied to straighten the channel from the wharf to the end of Ragged Island.

Winthrop, Mass. Improving harbor at Winthrop, Massachusetts: For dredging, one thousand dollars.

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Improving harbor at Hyannis, Massachusetts: Continuing improvement, ten thousand dollars. Hyannis, Mass.

Improving harbor at Vineyard Haven, Massachusetts: For protection of Chops at the mouth of the harbor, twenty-five thousand dollars. Vineyard Haven, Mass.

Improving harbor at Wellfleet, Massachusetts, seven thousand dollars. Wellfleet, Mass.

Improving national harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred thousand dollars. Sandy Bay, Mass.

Improving harbor at Manchester, Massachusetts, two thousand five hundred dollars. Manchester, Mass.

Improving harbor at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars; of which sum six thousand dollars are for inner harbor, four thousand dollars for breakwater, and five thousand dollars for removing sand bar at entrance of harbor. Block Island, R. I.

Improving harbor at Newport, Rhode Island: Continuing improvement, twelve thousand dollars. Newport, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars; and the Secretary of War is authorized to expend such portion of said sum as he may deem advisable above the bridges across the stream emptying into said harbor. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, ten thousand dollars. Black Rock, Conn.

Improving breakwater at New Haven, Connecticut: Continuing improvement, seventy-five thousand dollars; and the Chief of Engineers may, if deemed necessary, relocate the western breakwater; and the Secretary of War is authorized, in his discretion, to expend any portion of said sum in commencing its construction. New Haven, Conn.

Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.

Improving harbor at Norwalk, Connecticut: Continuing improvement, twenty-eight thousand dollars; twenty-five thousand dollars of which shall be expended in dredging and deepening the channel in the lower harbor up to Wilson's Point. Norwalk, Conn.

Improving harbor at Stonington, Connecticut, eight thousand dollars. Stonington, Conn.

Improving harbor at Stamford, Connecticut: Continuing improvement, five thousand dollars. Stamford, Conn.

Improving harbor at Five Mile River, Connecticut, five thousand dollars. Fivemile River, Conn.

Improving harbor at Milford, Connecticut: To complete improvement, five thousand dollars. Milford, Conn.

Improving harbor at Buffalo, New York: Continuing improvement, two hundred and twenty-five thousand dollars. Buffalo, N. Y.

Improving Buttermilk Channel, New York: Continuing improvement, one hundred thousand dollars. Buttermilk channel, N. Y.

Improving harbor at Sheepshead Bay, New York: Continuing improvement, five thousand dollars. Sheepshead Bay, N. Y.

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Rouse Point, N. Y. Improving breakwater at Rouse's Point, New York: Continuing improvement, thirteen thousand five hundred dollars.

Canarsie Bay, N. Y. Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars.

Charlotte, N. Y. Improving harbor at Charlotte, New York: Continuing improvement and repairs, forty-five thousand dollars.

Dunkirk, N. Y. Improving harbor at Dunkirk, New York: Continuing improvement, fifteen thousand dollars.

Flushing Bay, N. Y. Improving harbor at Flushing Bay, New York: Continuing improvement, fifteen thousand dollars.

Gowanus Bay, N. Y. Improving channel at Gowanus Bay, New York: Continuing improvement, by deepening to twenty-one feet mean low water and widening the channel to four hundred feet on the northerly side from the foot of Percival street, along the wharves to the twenty-three feet curve, opposite the entrance to the Erie Basin, sixty thousand dollars.

Great Sodus Bay, N. Y. Improving harbor at Great Sodus Bay, New York: Continuing improvement, twenty-four thousand dollars.

Little Sodus Bay, N. Y. Improving harbor at Little Sodus Bay, New York: Continuing improvement, sixteen thousand dollars. And the Engineer in charge, with the approval of the Secretary of War, may use such part of this appropriation for dredging and deepening the channel and harbor, as he may deem proper.

Greenport, N. Y. Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars.

Oak Orchard, N. Y. Improving harbor at Oak Orchard, New York: Continuing improvement and repairs, six thousand dollars.

Ogdensburg, N. Y. Improving harbor at Ogdensburgh, New York, including the clearing out of the mouth of the Oswegatchie River: Continuing improvement, fifteen thousand dollars.

Olcott, N. Y. Improving harbor at Olcott, New York: Continuing improvement, five thousand dollars.

Oswego, N. Y. Improving harbor at Oswego, New York: Continuing improvement and repairs, one hundred thousand dollars; of which fifteen thousand dollars shall be used in removing the east break water at the mouth of the river.

Plattsburg, N. Y. Improving harbor at Plattsburgh, New York: To complete improvement, seven thousand dollars.

Rondout, N. Y. Improving harbor at Rondout, New York: To complete improvement, five thousand dollars.

Sacketts Harbor, N. Y. Improving harbor at Sackett's, New York: Continuing improvement, two thousand dollars.

Tonawanda, N. Y. Improving Tonawanda Harbor and Niagara River, New York, as per report of engineer in charge, dated December twenty-nine, eighteen hundred and eighty-seven, one hundred thousand dollars.

New York, N. Y. Improving New York Harbor, New York: Continuing improvement, three hundred and eighty thousand dollars.

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Improving harbor at Saugerties, New York: Continuing improvement, twelve thousand dollars. Saugerties, N. Y.

Improving harbor at Wilson, New York: Continuing improvement, five thousand dollars. Wilson, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars. Port Chester, N. Y.

Improving harbor at Glen Cove, New York, twenty thousand dollars. Glencove, N. Y.

Improving harbor at New Rochelle, New York: Continuing improvement, the balance remaining on hand from former appropriations to be expended in pursuance of the project adopted in eighteen hundred and seventy-one. New Rochelle, N. Y.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, by dredging, fifteen thousand dollars. Staten Island Channel, N. Y.

Improving Arthur Kill, between Staten Island and the New Jersey shore, New York and New Jersey: Dredging and straightening channel near Staten Island bridge and removing the point of land westerly of same, ten thousand dollars. Arthur Kill, N. Y.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, twenty-five thousand dollars. Raritan Bay, N. J.

Improving harbor at Erie, Pennsylvania: Continuing improvement, twenty-three thousand dollars. Erie, Pa.

For the preservation and protection of the peninsula of Presque Isle, Erie Harbor, Pennsylvania, as recommended by the Chief of Engineers, January thirteenth, eighteen hundred and eighty-five, and in accordance with such plans as the Secretary of War may prescribe, sixty thousand dollars. Presque Isle, Pa.

Improving the harbor at Philadelphia: For the removal of Smith's Island, and Windmill Island, in the State of Pennsylvania, and Petty's Island, in the State of New Jersey, or such parts of them and the shoals adjacent thereto as may be required, and for the improvement of the harbor between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, five hundred thousand dollars: *Provided*, That no part of this sum shall be expended until the title to the lands forming said islands shall be acquired and vested in the United States without charge to the latter beyond three hundred thousand dollars of the sum herein appropriated. Philadelphia. *Proviso.* Title.

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, fifteen thousand dollars. Marcushook, Pa.

Improving Delaware Breakwater, Delaware: Continuing improvement, one hundred thousand dollars. Delaware Breakwater.

Improving ice-harbor at New Castle, Delaware: Continuing improvement, seven thousand five hundred dollars. Newcastle, Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, thirty thousand dollars. Wilmington, Del.

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Baltimore, Md.

Improving harbor at Baltimore, Maryland: Continuing improvement, and widening channel to six hundred feet, three hundred thousand dollars.

Breton Bay, Md.

Improving harbor at Breton Bay, Maryland: Continuing improvement, three thousand dollars.

Cambridge, Md.

Improving harbor at Cambridge, Maryland, five thousand dollars.

Norfolk, Va.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, fifty thousand dollars.

Improving approach to Norfolk Harbor, and the United States navy-yard at Norfolk, Virginia: Continuing improvement between Lambert's Point and Fort Norfolk, ten thousand dollars; and the balance of one hundred and nine thousand dollars of former appropriations made under this head and available July first, eighteen hundred and eighty-seven, is hereby authorized to be expended according to the modified plan of the engineer in charge.

Beaufort, N. C.

Improving harbor at Beaufort, North Carolina: Continuing improvement, thirty-five thousand dollars.

Waterway, Beaufort and New River, N. C.

Improving the inland water-way between Beaufort and New River, North Carolina: Continuing improvement, five thousand dollars.

Newbern and Beaufort.

Improving the inland water-way between New Berne and Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars.

Charleston, S. C.

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvements, three hundred and fifty thousand dollars, of which five thousand dollars may be expended on Mount Pleasant shore of inner harbor of Charleston, South Carolina.

Georgetown, S. C.

Improving harbor at Georgetown, South Carolina: Continuing improvement, seven thousand five hundred dollars.

Winyah Bay, S. C.

Improving Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine the plan submitted by Captain William H. Bixby, United States Army Engineers, under date of January thirty-first, eighteen hundred and eighty-five, for the improvement of said bay. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, with the views of himself and the Chief of Engineers of the United States Army thereon: *Provided*, That nothing herein contained shall be construed to prevent the expenditure of this appropriation.

Proviso.

Brunswick, Ga.

Improving harbor at Brunswick, Georgia: Continuing improvement, thirty-five thousand dollars.

Cumberland Sound, Ga. and Fla.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars.

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Savannah, Ga.

Improving harbor at Savannah, Georgia: To complete existing project, one hundred and eighty thousand dollars.

St. Augustine, Fla.

Improving harbor at San [Saint] Augustine, Florida, thirty-five thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine into the expediency of further improving the harbor of San [Saint] Augustine, Florida, upon the plan submitted by Lieutenant William M. Black, United States Army Engineers, under date of December twelfth, eighteen hundred and eighty-seven. The said board shall report to the Secretary of War, who shall lay its report before Congress at its next session, with the views of himself and the Chief of Engineers of the United States Army thereon.

Apalachicola Bay, Fla.

Improving harbor at Apalachicola Bay, Florida: Continuing improvement, twenty thousand dollars.

Cedar Keys, Fla.

Improving harbor at Cedar Keys, Florida: Continuing improvement, seven thousand five hundred dollars.

Pensacola, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, thirty-five thousand dollars.

Tampa Bay, Fla.

Improving harbor at Tampa Bay, Florida, from outer bar to Mangrove or Bushy Point, twenty-five thousand dollars.

Key West, Fla.

Improving entrance to harbor at Key West, Florida, twenty-five thousand dollars. The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine into the expediency of further improving the entrance to the harbor at Key West, Florida, upon the plan submitted by Lieutenant William M. Black, United States Army Engineers, under date of May thirty-first, eighteen hundred and eighty-seven; the said Board shall report to the Secretary of War, who shall lay its report before Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon.

Mobile, Ala.

Improving harbor at Mobile, Alabama: Continuing improvement, on enlarged project for securing a channel twenty-three feet deep and two hundred and eighty feet wide, two hundred and fifty thousand dollars.

Biloxi Bay, Miss.

Improving harbor at Biloxi Bay, Mississippi: Continuing improvement, eighteen thousand five hundred dollars.

Aransas Pass, Tex.

Improving Aransas Pass and Bay up to Rockport and Corpus Christi, Texas: Continuing improvement, one hundred thousand dollars.

Brazos Santiago, Tex.

Improving Brazos, Santiago Harbor, Texas: Continuing improvement, twenty-five thousand dollars.

Galveston, Tex.

Improvement of entrance to Galveston Harbor, Texas: Continuing improvement, five hundred thousand dollars.

Sabine Pass, Tex.

Improving Sabine Pass, and Blue Buck Bar, Texas: Continuing improvement, two hundred and fifty thousand dollars.

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Galveston, Tex., ship channel.

Improving ship-channel in Galveston Bay, Texas, from Morgan's Cut to Bolivar Channel: Continuing improvement, one hundred thousand dollars.

Ashtabula, Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvement, twenty-five thousand dollars.

Black River, Ohio.

Improving harbor at mouth of Black River, Ohio: Continuing improvement, ten thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement on the last plan projected, one hundred thousand dollars.

Fairport, Ohio.

Vol. 25, p. 631.

Post, p. 534.

Improving harbor at Fairport, Ohio: Continuing improvement, ten thousand dollars; of which so much as may be necessary may be expended in deepening the river. That the owners of dock property abutting on Grand River, at the mouth thereof, shall have the right to load and unload coal, ore, and other freight over so much of the east Government pier as lies north of the present low-water mark [a], under such limitations as to time and use as shall be approved by the Secretary of War on the payment of such compensation as the Secretary of War shall determine.

Huron, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, six thousand dollars.

Vermilion, Ohio.

Improving harbor at Vermillion, Ohio: For preservation of piers, one thousand dollars.

Muskingum River, Ohio.

For ice harbor at the mouth of Muskingum River, Ohio: To complete, sixty thousand dollars.

Port Clinton, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, five thousand dollars.

Sandusky, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement by a straight channel from Sandusky City to the entrance of Sandusky Bay, pursuant to the last plan of the engineers, forty thousand dollars; of which five thousand dollars, or so much as may be necessary, may be used, in the discretion of the Secretary of War, in improving the old channel.

Toledo, Ohio.

Improving harbor at Toledo, Ohio: Continuing improvement of the Maumee River, by a straight channel, pusuant to the last plan of the engineer in charge, one hundred and fifty thousand dollars.

Improving harbor at Toledo, Ohio: For clearing the old channel, five thousand dollars.

Michigan City, Ind.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, ninety thousand dollars.

To complete inner harbor at Michigan City, five thousand dollars.

Calumet, Ill.

Improving harbor at Calumet, Illinois: To complete improvement, twenty thousand four hundred dollars.

Chicago, Ill.

Improving harbor at Chicago, Illinois: Continuing improvement, two hundred thousand dollars.

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[a] The meaning of this phrase is declared by joint resolution approved October 1, 1888.

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Improving harbor at Waukegan, Illinois: Continuing improvement, twenty-five thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan, twelve thousand five hundred dollars. Charlevoix, Mich.

Improving harbor at Cheboyan, Michigan: Continuing improvement, fifteen thousand dollars. Cheboygan, Mich. Vol. 28, p. 345. *Post*, p. 687.

Improving harbor at Frankfort, Michigan: Continuing improvement, eight thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty-five thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, fifty thousand dollars. Grand Marais, Mich.

Improving harbor of refuge at Ludington, Michigan: Continuing improvement, sixty thousand dollars; and the Secretary of War is hereby authorized and directed to accept the deed tendered by the Pere Marquette Lumber Company, of Ludington, Michigan, of three and thirty-one hundredths acres of land. Ludington, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, ten thousand dollars. Manistee, Mich.

Improving harbor at Black Lake, Michigan: Continuing improvement, five thousand dollars. Black Lake (Holland), Mich.

Improving harbor at Monroe, Michigan: For repairs and for dredging at mouth of river, five thousand dollars. Monroe, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, forty-five thousand dollars. Muskegon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, twelve thousand five hundred dollars. Ontonagon, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, eight thousand dollars. Pentwater, Mich.

Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, ten thousand dollars. Portage Lake, Mich.

Improving harbor of refuge at Sand Beach, Michigan: Continuing improvement, seventy thousand dollars. Sandbeach (Harbor Beach), Mich.

Improving harbor at Saint Joseph, Michigan: Continuing improvement, twelve thousand dollars; five thousand dollars to be used in improving the water channel leading up to Benton Harbor. St. Joseph, Mich.

Improving harbor of Saugatuck, Michigan: To repair and maintain, five thousand dollars. Saugatuck, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, ten thousand dollars; three thousand dollars of which shall be used in deepening the channel of Black River from the inner termini of the piers to the highway bridge. South Haven, Mich.

Improving harbor at White River, Michigan: Continuing improvement, ten thousand dollars. White River, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the question of harbor limits has been settled to the satisfaction of the Secretary of War. Marquette, Mich. *Proviso.*

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Thunder Bay (Alpena), Mich.

Improving harbor at Thunder Bay, Michigan: Continuing improvement, the balance available from former appropriations shall be expended in dredging the entrance channel from the bay into the river.

Au Sable, Mich.

Improving harbor at Au Sable, Michigan: Continuing improvement, the balance available from former appropriations shall be expended in dredging the mouth of Au Sable River.

Ahnapee, Wis.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars; and so much of the act of August fifth, eighteen hundred and eighty-six, for the improvement of rivers and harbors as relates to the harbor of Ahnapee is hereby amended by striking out the words "but no part of said sum is to be expended until the wharfage over the Government pier at that port shall be made free."

Vol. 24, p. 315.
Ante, p. 442.

Green Bay, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.

Kenosha, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, seven thousand five hundred dollars.

Kewaunee, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, ten thousand dollars.

Manitowoc, Wis.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement, eight thousand dollars.

Menominee, Wis.

Improving harbor at Menomonee, Wisconsin: For repairs and dredging, nine thousand dollars.

Milwaukee, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement on bay and harbor, seventy thousand dollars.

Improving harbor at Milwaukee, Wisconsin: Continuing improvement, ten thousand dollars.

Oconto, Wis.

Improving harbor at Oconto, Wisconsin: Continuing improvement, twenty thousand dollars; eighteen thousand dollars of which appropriation shall not be available, until the city of Oconto has caused repairs to be made, to the satisfaction of the engineer in charge, to the old part of the pier built by private enterprise.

Port Washington, Wis.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.

Racine, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, ten thousand dollars.

Superior and St. Louis bays, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, fifty thousand dollars.

Sheboygan, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars.

Ashland, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement on the enlarged project, sixty thousand dollars.

Two Rivers, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, two thousand five hundred dollars.

Duluth, Minn.

Improving harbor at Duluth, Minnesota: Continuing improvement, eighty thousand dollars; of which sum

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one-half shall be expended on the harbor basin and new channel east of Rice's Point, and in the preservation and maintenance of the canal and piers at the harbor entrance, and in the purchase of a steam launch; and the other half of said sum shall be expended on the channel west of Rice's Point, and from thence along the northern shore of Saint Louis Bay to Grassy Point; and the Government of the United States hereby accepts from the city of Duluth the grant and conveyance made by said city, by deed dated January ninth, eighteen hundred and eighty-eight, of the following described real estate, to wit: All the tract or parcel of land lying and being in the county of Saint Louis and State of Minnesota described as follows, to wit: Lots two hundred and forty-seven, two hundred and forty-eight, two hundred and forty-nine, two hundred and fifty, two hundred and fifty-one, two hundred and fifty-two, two hundred and fifty-three, two hundred and fifty-four, two hundred and fifty-five, two hundred and fifty-six, two hundred and fifty-seven, two hundred and fifty-eight, two hundred and fifty-nine, and two hundred and sixty Minnesota avenue, Upper Duluth, the same being the ground on which is located the canal entrance and piers to the harbor of Duluth.

Acceptance of canal entrance and piers. Vol. 27, p. 95. *Post*, p. 621.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, fifteen thousand dollars.

Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, fifteen thousand dollars.

Agate Bay, Minn.

Improving harbor and bay at Humboldt, California: Continuing improvement, one hundred and twenty-five thousand dollars: *Provided*, That no part of said sum shall be expended until the twelve acres of land necessary to said improvement shall have been conveyed to the United States free of expense, and such conveyance has been approved by the Secretary of War, after the Attorney-General of the United States shall have certified to the Secretary of War that the title is perfect.

Humboldt Bay, Cal.

Proviso. Title.

Improving harbor at Oakland, California: Continuing improvement, three hundred and fifty thousand dollars; which sum, or any part thereof, may be used in the discretion of the Secretary of War on the training walls and channel.

Oakland, Cal.

Improving harbor at Red Wood, California: To complete, seven thousand four hundred dollars.

Redwood, Cal.

Improving harbor at Wilmington, California: Continuing improvement, ninety thousand dollars.

Wilmington, Cal.

Improving harbor at San Diego, California: For repairs, one thousand dollars.

San Diego, Cal.

Improving harbor at San Luis Obispo, California, by the construction of a breakwater on the reef to the plane of mean low water, according to the plan of W. H. Benyaurd, major of engineers, dated January twenty-eighth, eighteen hundred and eighty-seven, twenty-five thousand dollars.

San Luis Obispo, Cal.

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Coos Bay, Oreg.

Improving entrance to harbor at Coos Bay, Oregon: Continuing improvement, fifty thousand dollars.

Yaquina Bay, Oreg.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, one hundred and fifty thousand dollars.

Tillamook Bay, Oreg.

Improving Tillamook Bay and Bar, Oregon, five thousand two hundred dollars.

Lubec Channel, Me.

Improving Lubec Channel, Maine: Continuing improvement, twenty thousand dollars.

Rivers: Penobscot River, Me.

Improving Penobscot River, Maine: Continuing improvement, fifty thousand dollars; twenty thousand dollars of which sum to be expended between Bangor and Crosby's Narrows, and thirty thousand dollars between Bucksport and Winterport, according to the last plan of the engineer in charge if approved by the Secretary of War.

Narraguagus River, Me.

Improving Narragaugus River, Maine: Continuing improvement, ten thousand dollars.

Saco River, Me.

Improving Saco River, Maine: Continuing improvement, ten thousand dollars.

Bagaduce River, Me.

Improving Bagaduce River, Maine, three thousand dollars.

Kennebec River, Me.

Improving Kennebec River, Maine, seventy-five thousand dollars.

Moosabec bar, Me.

Improving Moose-a-Bec Bar, Maine: Continuing improvement, fifteen thousand dollars.

Cocheco River, N. H.

Improving Cocheco River, New Hampshire: To complete, nine thousand dollars.

Bellamy River, N. H.

Improving Bellamy River, New Hampshire, ten thousand dollars.

Otter Creek, Vt.

Improving Otter Creek, Vermont: Continuing improvement, two thousand five hundred dollars.

Ipswich River, Mass.

Improving Ipswich River, Massachusetts, two thousand five hundred dollars.

Powow River, Mass.

Improving Powow River, Massachusetts, for dredging, three thousand dollars: *Provided*, That this sum shall not be expended until the towns of Amesbury and Salisbury, or either of them, shall have caused such a draw to be placed in the present bridge over said river, as may be approved by the Secretary of War.

Proviso. Drawbridge.

Pawtucket River, R. I.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty-five thousand dollars.

Providence River, R. I.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, forty thousand dollars.

For removing Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, twenty-eight thousand dollars.

Pawcatuck River, R. I.

Improving Pawcatuck River, Rhode Island: Continuing improvement, ten thousand dollars.

Connecticut River, Conn.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, ten thousand dollars.

Housatonic River, Conn.

Improving Housatonic River, Connecticut, thirty-five thousand dollars; twenty-five thousand dollars of which

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may be expended in commencing the construction of a breakwater at the mouth of said river.

Improving Thames River, Connecticut: Continuing improvement, fifty thousand dollars, which may be expended at any point between Norwich and New London. Thames River, Conn.

Improving East Chester Creek, New York: Continuing improvement, five thousand dollars. East Chester Creek, N. Y.

Improving Hudson River, New York: Continuing improvement, seventy-five thousand dollars; of which ten thousand dollars may be used in dredging and otherwise deepening and improving the harbor at Peekskill. Hudson River, N. Y.

Improving Newtown Creek and Bay, New York: Continuing improvement, twenty-five thousand dollars, a portion of which may, in the discretion of the Secretary of War, be applied to the improvement of the west branch of Newtown Creek. Newtown Creek, N. Y.

Improving Ticonderoga River, New York: Continuing improvement, two thousand five hundred dollars. Ticonderoga River, N. Y.

Improving Harlem River, New York, seventy thousand dollars. Harlem River, N. Y.

Improving East River and Hell Gate, New York: Removing obstructions, two hundred and fifty thousand dollars. East River, N. Y.

Improving Narrows at Lake Champlain, New York, from Benson, Vermont, to canal locks at Whitehall, New York, fifteen thousand dollars. Narrows, Lake Champlain, N. Y.

Improving Grass River at Massena, New York: The Secretary of War is authorized and directed to expend the balance remaining on hand of the sum heretofore appropriated in dredging operations according to the original plan. Grass River, N. Y.

Improving Maurice River, New Jersey: Continuing improvement, ten thousand dollars. Maurice River, N. J.

Improving Passaic River, New Jersey: Continuing improvement, thirty-five thousand dollars; of which seven thousand five hundred dollars are to be used to complete improvement above Newark. Passaic River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, fifty thousand dollars. Raritan River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars. Shrewsbury River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars. South River, N. J.

Improving Allegheny River, Pennsylvania: Continuing improvement, twenty-five thousand dollars. Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty-five thousand dollars. Schuylkill River, Pa.

Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement from Trenton to its mouth, two hundred and fifty thousand dollars; of which ten thousand dollars is to be expended upon said river and its tidal tributaries between Cooper's Creek and Trenton. Delaware River, Pa. and N. J.

For continuation of construction of the dam at Herr's Island, in the Allegheny River, near Pittsburgh, Penn- Herr Island dam, Allegheny River, Pa.

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sylvania, thirty-five thousand dollars; and the Secretary of War is hereby authorized to purchase the lands required for said dam and its appurtenances, or, at his discretion, to cause suit to be instituted for the condemnation of such lands as may be necessary therefor; and said sum of thirty-five thousand dollars, or so much thereof as may be necessary, is hereby made available for paying for said lands, whether procured by purchase or by condemnation, as authorized by the act of the legislature of Pennsylvania approved May eighteenth, eighteen hundred and eighty-seven.

St. Jones River, Del.

Improving Saint Jones River, Delaware: Continuing improvement, fifteen thousand dollars.

Smyrna River, Del.

Improving Duck Creek [Smyrna River], Delaware, by dredging, ten thousand dollars.

Mispillion Creek, Del.

Improving Mispillion Creek, Delaware: To complete from Milford to its mouth, three thousand five hundred dollars.

Broadkill River, Del.

Improving Broadkiln River, Delaware: Continuing improvement, ten thousand dollars.

Broad Creek River, Del.

Improving Broad Creek [Broad Creek River], Delaware: Continuing improvement, five thousand dollars.

Choptank River, Md.

Improving Choptank River, Maryland: Continuing improvement, seven thousand five hundred dollars.

Corsica River, Md.

Improving Corsica River, Maryland: Continuing improvement, ten thousand dollars.

Susquehanna River, Md. and Pa.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, ten thousand dollars, to be expended above the Philadelphia, Wilmington and Baltimore Railroad bridge.

Fairlee Creek, Md.

Improving Fairlee Creek or Inlet, Maryland, five thousand dollars.

Patuxent River, Md.

Improving Patuxent River, Maryland, five thousand dollars.

Potomac River, D. C.

Improving Potomac River at Washington: Continuing improvement, three hundred thousand dollars.

Appomattox River, Va.

Improving Appomattox River, Virginia: Continuing improvement, fifteen thousand dollars; and the Chief of Engineers is directed to cause to be examined and surveyed, and the cost estimated, for diverting the water of the river above the harbor at Petersburgh to the old North Channel, and report upon the same.

Chickahominy River, Va.

Improving Chickahominy River, Virginia: Continuing improvement, two thousand five hundred dollars.

James River, Va.

Improving James River, Virginia: Continuing improvement below Richmond, two hundred and twenty-five thousand dollars.

Mattaponi River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, three thousand dollars.

Potomac River, Mount Vernon, Va.

Improving channel at Mount Vernon: Continuing improvement, six thousand dollars.

Nomini Creek, Va.

Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars.

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Improving Pamunky River, Virginia: Continuing improvement, three thousand dollars. Pamunkey River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, fifteen thousand dollars; of which three thousand dollars may, in the discretion of the Secretary of War, be used in continuing the improvement of Urbana Creek, a tidal tributary thereof. Rappahannock River, Va.

Improving Staunton River, Virginia: Continuing improvement, five thousand dollars. Staunton River, Va.

Improving York River, Virginia: Continuing improvement, thirty thousand dollars. York River, Va.

Improving, by dredging and otherwise, the inland water-way, from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Chincoteague Bay to Indian River Bay: Continuing improvement, fifty thousand dollars, no part of which shall be expended until the right of way is secured free of cost to the United States. Waterway, Delaware and Chincoteague bays.

Improving Nansemond River, Virginia, including the mouths of Bennett and Chuckatuck Creeks, ten thousand dollars. Nansemond River, Va.

Improving Big Sandy River, West Virginia and Kentucky: Continuing improvement, thirty-one thousand five hundred dollars. Big Sandy River, W. Va. and Ky.

Improving Elk River, West Virginia: Continuing improvement, three thousand dollars. Elk River, W. Va.

Improving Buckhannon River, West Virginia: Continuing improvement, one thousand five hundred dollars. Buckhannon River, W. Va.

Improving Great Kanawha River, West Virginia: Continuing improvement, three hundred and fifty thousand dollars. Kanawha River, W. Va.

Improving Guyandotte River, West Virginia: Continuing improvement, two thousand dollars. Guyandot River, W. Va.

Improving Little Kanawha River, West Virginia: Continuing improvement, twenty-five thousand dollars; but no toll shall be collected by any person or corporation for this improved navigation; and such right, if any exist, shall be relinquished in a manner satisfactory to the Secretary of War before the expenditure of any of the money herein appropriated for this work. Little Kanawha River, W. Va. Tolls abolished.

Improving Monongahela River, West Virginia: To complete dam number eight, thirty-five thousand dollars; and for continuing improvements. Monongahela River, W. Va.

The Secretary of War be, and is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents, lock and dam number seven, otherwise known as "the Upper Lock and Dam," and its appurtenances, of the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania, which lock and dam number seven and its appurtenances constitute a part of the improvements in water communication in the Monongahela River, Purchase of Lock and Dam No. 7 from Monongahela Navigation Company. Vols. 28, pp. 348, 973; 29, pp. 217, 218. *Post*, pp. 691, 735, 766.

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between Pittsburgh, in the State of Pennsylvania, and a point at or near Morgantown, in the State of West Virginia. And the sum of one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents [a], or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number seven, and its appurtenances, of the said Monongahela Navigation Company.

Condemnation proceedings.

In the event of the inability of the Secretary of War to make voluntary purchase of said lock and dam number seven and its appurtenances for said sum of one hundred and sixty-one thousand seven hundred and thirty-three dollars and thirteen cents, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number seven and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania, with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars [a], or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein the Secretary of War is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number seven and its ap-

Proviso. Estimating value.

Operating expenses.

[a] Of the appropriations (viz, $161,733.13 for purchase and $5,000 for expenses of condemnation proceedings) made by this act for acquisition of Lock and Dam No. 7, $400 was expended from the purchase fund, and $4,901.36 from that for condemnation, making the total expenditure thereunder $5,301.36, the balances having been carried to the surplus fund. All of the property of the company on this river, including Lock and Dam No. 7, was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including the $5,301.36 previously expended) being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

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purtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation for certain public work on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Vol. 23, p. 147. *Ante*, p. 415.

Ohio River. Board to report on movable dams.

The Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to thoroughly examine the Ohio river below Pittsburgh, as to the practicability of the improvement of the navigation of said river by means of movable dams; and said board shall report on or before the first Monday of December next, as to the feasibility and advisability of such project of improvement, the number of dams required, their location, with the cost of the same together with the cost of maintaining them after the completion of the project. The Secretary of War shall transmit said report to Congress at its next session, together with the views of himself and the Chief of Engineers of the United States Army thereon.

Expenses.

The sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated to pay the expenses of said board and survey.

Gauley River, W. Va.

Improving Gauley River, West Virginia: For cleaning out channel, three thousand dollars.

New River, W. Va.

Improving New River, West Virginia: Continuing improvement from mouth of Wilson Creek to mouth of Greenbrier River, balance now available from former appropriations for improving New River, Virginia, is hereby directed to be spent in improving said river between Ivanhoe Furnace in Wythe County and mouth of Wilson Creek.

Cape Fear River, N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, twelve thousand dollars.

To complete the improvement of Cape Fear River below Wilmington, North Carolina, two hundred and forty-five thousand dollars.

Contentnia Creek, N. C.

Improving Contentnia Creek, North Carolina: Continuing improvement, five thousand dollars.

Currituck Sound, etc., N. C.

Improving Currituck Sound, Coanjok Bay, and North River Bar, North Carolina, seven thousand five hundred dollars.

Neuse River, N. C.

Improving Neuse River, North Carolina: Continuing improvement, fifteen thousand dollars.

New River, N. C.

Improving New River, North Carolina: Continuing improvement, three thousand dollars.

Pamlico and Tar rivers, N. C.

Improving Pamlico and Tar Rivers from the mouths to the Falls at Rocky Mount, North Carolina: Continuing improvement, ten thousand dollars.

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Trent River, N. C.

Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.

Lumber River, N. C.

Improving Lumber River, North Carolina, five thousand dollars.

Roanoke River, N. C.

Improving Roanoke River, North Carolina, from its mouth to Clarksville, Virginia, forty thousand dollars.

Yadkin River, N. C.

Improving Yadkin River, North Carolina, ten thousand dollars.

Edisto River, S. C.

Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars.

Great Pedee River, S. C.

Improving Great Pee Dee River, South Carolina: Continuing improvement, twenty thousand dollars.

Salkahatchie River, S. C.

Improving Salkehatchee River, South Carolina: Continuing improvement, three thousand dollars.

Santee River, S. C.

Improving Santee River, South Carolina: Continuing improvement, twenty-four thousand dollars.

Waccamaw River, N. C. and S. C.

Improving Waccamaw River, North and South Carolina, to Waccamaw Lake, North Carolina: Continuing improvement, fifteen thousand dollars.

Wappoo Cut, S. C.

Improving Wappoo Cut, South Carolina: Continuing improvement, five thousand dollars.

Wateree River, S. C.

Proviso.

Draw-bridges.

Improving Wateree River, South Carolina: Continuing improvement, twelve thousand dollars: *Provided*, That no part of said appropriation shall be expended until the Wilmington, Columbia and Augusta Railroad Company, and the Camden branch of the South Carolina Railroad Company, shall have built suitable draw-spans in their bridges over said river, to be approved by the Secretary of War.

Congaree River, S. C.

Proviso.

Drawbridge.

Improving Congaree River, South Carolina: Continuing improvement, seven thousand five hundred dollars: *Provided*, That no part of said appropriation shall be expended until the South Carolina Railroad Company shall have built a suitable draw-span in its bridge over said river, to be approved by the Secretary of War.

Mingo, Creek, S. C.

Improving Mingo Creek or River, South Carolina, five thousand dollars.

Clark Creek, S. C.

Improving Clark Creek or River, South Carolina, two thousand five hundred dollars.

Little Pedee River, S. C.

Improving Little Pee Dee River, South Carolina, five thousand dollars.

Altamaha River, Ga.

Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.

Chattahoochee River, Ga.

Improving Chattahoochee River, Georgia: Continuing improvement, twenty thousand dollars.

Coosa River, Ga. and Ala.

Improving Coosa River, Georgia and Alabama: Continuing improvement, sixty thousand dollars.

Flint River, Ga.

Improving Flint River, Georgia: Continuing improvement, twenty thousand dollars; of which sum five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand below Albany.

Ocmulgee River, Ga

Improving Ocmulgee River, Georgia: Continuing improvement, fifteen thousand dollars.

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Improving Oconee River, Georgia: Continuing improvement, twelve thousand five hundred dollars; a portion of which may be expended on said river between Skull Shoals and the Georgia railroad bridge. Oconee River, Ga.

Improving the Savannah River, Georgia, between the cities of Augusta and Savannah, completing the present project and commencing the extended project contained in the report of Engineer for year ending June thirtieth, eighteen hundred and eighty-seven, twenty-one thousand dollars. Savannah River, Ga.

Improving Jekyl Creek, Georgia, five thousand dollars. Jekyl Creek, Ga.

Romerly Marsh, Georgia: To pay for completing the existing project four thousand six hundred and thirty-three dollars and seventy-seven cents. Romerly Marsh, Ga.

Improving Apalachicola River, Florida: To maintain, two thousand dollars. Apalachicola River, Fla.

Improving Caloosahatchie River, Florida: To complete improvement of upper river, ten thousand dollars. Caloosahatchee River, Fla.

Improving Choctawatchie River, Florida and Alabama: Continuing improvement, ten thousand dollars. Choctawhatchee River, Fla. and Ala.

Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, ten thousand dollars. Escambia and Conecuh rivers, Fla. and Ala.

Improving La Grange Bayou, Florida: To complete, three thousand dollars, including Holmes River to the town of Vernon. Lagrange Bayou, Fla.

Improving Manatee River, Florida: Continuing improvement, five thousand dollars. Manatee River, Fla.

Improving Saint John's River, Florida, from Jacksonville to the ocean including the channel over the bar at the mouth, one hundred and seventy-five thousand dollars. St. Johns River, Fla.

Improving Suwanee River, Florida: Continuing improvement, fifteen thousand dollars; of which ten thousand dollars is to be expended in the purchase or construction of a suitable steam snag-boat with dredging and pile-driving machinery to be used on the rivers of the west coast of Florida. Suwanee River, Fla.

Improving Volusia Bar, Florida: To maintain, five hundred dollars. Volusia bar, Fla.

Improving Withlacoochee River, Florida: Continuing improvement, five thousand dollars. Withlacoochee River, Fla.

Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars. Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, one hundred thousand dollars. Black Warrior River, Ala.

Improving Tallapoosa River, Alabama: Continuing improvement, seven thousand five hundred dollars. Tallapoosa River, Ala.

Improving Warrior River, below Tuscaloosa, Alabama: Continuing improvement, eighteen thousand dollars. Warrior River, Ala.

Improving Tombigbee River, Alabama, from Walker's Bridge to Fulton, four thousand dollars. Tombigbee River, Ala.

Improving Tombigbee River, Alabama, from Fulton

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to Vienna: Continuing improvement, six thousand five hundred dollars.

Improving Tombigbee River, Alabama, below Vienna: To complete improvement, six thousand dollars.

Big Sunflower River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars; of which two thousand dollars to be expended between Woodburn and Lehrton.

Noxubee River, Miss.

Improving Noxubee River, Mississippi: Continuing improvement, five thousand dollars.

Pascagoula River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, twenty-seven thousand dollars, including bar at the mouth and from there to the mills at Moss Point.

Pearl River, Miss.

Improving Pearl River, Mississippi, between Edinburgh and Carthage: Continuing improvement, five thousand dollars.

Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, two thousand five hundred dollars.

Improving Pearl River, Mississippi, below Jackson, fifteen thousand dollars; of which five thousand shall be used for dredging at the mouth.

Steele Bayou, Miss.

Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.

Tallahatchie River, Miss.

Improving Tallahatchie River, Mississippi: Continuing improvement, five thousand dollars.

Tchula Lake, Miss.

Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.

Yazoo River, Miss.

Improving Yazoo River, Mississippi: Continuing improvement, thirty-two thousand dollars; of which ten thousand shall be used in repairing snag-boat Meigs, and eight thousand for constructing a pumping dredge-boat.

Amite River, La.

Improving Amite River, Louisiana: Continuing improvement, five thousand dollars; of which two thousand five hundred may be used in improving Bayou Manchae [Manchac].

Bœuf River, La.

Improving Bœuf River, Louisiana: Continuing improvement and closure of outlets, six thousand dollars.

Bayou Bartholomew, La. and Ark.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Courtableau, La.

Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.

Bayou D'Arbonne, La.

Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.

Bayou Terrebonne, La.

Improving Bayou Terre Bonne, Louisiana: To complete, three thousand dollars.

Red River, La.

Improving Red River, Louisiana: For completion of survey from Fulton, Arkansas, to the Atchafalaya River, thirty-five thousand dollars.

Tensas River and Bayou Macon, La.

Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, five thousand dollars.

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Improving Red River, Louisiana and Arkansas: Continuing improvement from Fulton, Arkansas, to Atchafalaya River, including completing the work at Alexandria, sixty-five thousand dollars; of which five thousand dollars, or so much thereof as may be necessary, to be used upon Cypress Bayou and the lakes between Shreveport, Louisiana, and Jefferson, Texas; and five thousand dollars or so much thereof as may be necessary, upon Bayou Dorcheat. Red River, La. and Ark.

Improving Ouachita and Black River, Arkansas and Louisiana: Continuing improvement, twenty thousand dollars; of which four thousand five hundred dollars is authorized to be expended for the construction or purchase of a crane-boat with steam power. Ouachita and Black rivers, Ark. and La.

Improving Tickfaw River and its navigable tributaries, Louisiana: Continuing improvement, one thousand dollars. Tickfaw River, La.

Improving Little River [*], Louisiana, two thousand five hundred dollars. Little River, La.

Improving Bayous Rondeway and Vidal, Louisiana, by removing obstructions, one thousand dollars. Bayous Rondeway and Vidal, La.

Improving Calcasieu River and Passes, Louisiana: Continuing improvement at the entrance to said river and pass, ten thousand dollars. Calcasieu River, La.

Improving Bayou Plaquemine, Louisiana: For securing a navigable channel sixty feet wide and six feet in depth, from deep water up to the Plaquemine Dike, and for securing the mouth of the bayou from further caving, one hundred thousand dollars, pursuant to plan recommended by the engineers. Bayou Plaquemine, La.

Improving Bayou Lafourche, Louisiana, pursuant to the project of Lieutenant O. T. Crosby, Corps of Engineers, dated June eleventh, eighteen hundred and eighty-six, fifty thousand dollars, including immediate dredging to secure low water navigation. Bayou Lafourche, La.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars. Buffalo Bayou, Tex.

Improving Trinity River, Texas: Continuing improvement, twelve thousand five hundred dollars. Trinity River, Tex.

Improving Arkansas River, Arkansas: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That nothing herein contained shall authorize the Secretary of War to enter upon the project of improvement of said river as set forth in the report of the Board of Engineers on improvement of the Arkansas River from Wichita, Kansas, to its mouth, dated New York City, March sixteenth, eighteen hundred and eighty-eight, and contained in House Executive Document Number Two hundred and thirty-four, first session, Fiftieth Congress: *Provided*, That the Secretary of War shall expend the appropriation under this head with reference to the final improvement of this river as contemplated Arkansas River, Ark. *Provisos.* Scope of improvement.

* A tributary of Black River.

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in the report of the Chief of Engineers for the year ending July first, eighteen hundred and eighty-five, and as authorized in the act for the improvement of rivers and harbors approved August fifth, eighteen hundred and eighty-six, and in House Executive Document number ninety, Forty-ninth Congress, first session; said methods to be applied, as the Secretary of War may direct, at such points between Wichita, Kansas, and the navigable mouth of the Arkansas River, at its junction with the Mississippi River, as he may deem for the best interest of commerce. And all moneys now to the credit of different sections of the Arkansas River, other than appropriations for the operating of snag boats, shall be available for use under this head; and in future the engineer in charge of this work and the Secretary of War shall make report upon the progress and needs of this work under this head, instead of reporting upon disconnected projects, as heretofore. Nothing herein contained shall be understood to prevent the Secretary of War from applying any part or all of the funds previously appropriated for use at Fort Smith, Dardanelle, in Pine Bluff Reach, or from expending not exceeding four thousand dollars to remove the bar in front of Van Buren, or from allotting not exceeding eight thousand dollars as a contingent fund for the expenditure in Pine Bluff Reach.

Vol. 24, p. 323.
Ante, p. 452.

Reports.

St. Francis River, Ark.

Improving Saint Francis River, Arkansas: Continuing improvement, four thousand dollars.

Arkansas River, Ark.
Removing obstructions.

Improving Arkansas River, Arkansas: For removing obstructions, twenty-five thousand dollars, of which ten thousand dollars is authorized to be used in constructing a new hull for the snag boat Wichita, including capstans and the transfer of the upper works, and three hundred and seventy-five dollars in completing survey and maps.

Red River, Ark.

Improving Red River, Arkansas: To complete improvement above Fulton, three thousand dollars.

Black River, Ark. and Mo.

Improving Black River, Arkansas and Missouri: Continuing improvements, five thousand dollars.

Little Red River, Ark.

Improving Little Red River, Arkansas: Continuing improvement, five thousand four hundred dollars; a portion of which is authorized to be expended in the purchase or construction of a dredge-boat suitable for the work of the river.

Petit Jean River, Ark.

Improving Petit Jean River, Arkansas: Continuing improvement, below the iron bridge at the Rocky Crossing, two thousand five hundred dollars.

White River, Ark.

Improving White River, Arkansas: Continuing improvement, twenty-five thousand dollars.

Ouachita River, Ark.

Improving Ouachita River, Arkansas, above Camden: To complete, nine thousand dollars.

Cache River, Ark.

Improving Cache River, Arkansas, seven thousand dollars; three thousand dollars of which shall be expended for the building and equipping of a small hand-propelled snag boat, and four thousand dollars for running ex-

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penses of the same, in accordance with the recommendation of the engineer in charge.

Hatchee River, Tenn.

Improving Big Hatchee River, Tennessee: Continuing improvement, five thousand dollars.

Caney Fork River, Tenn.

Improving Caney Fork River, Tennessee: Continuing improvement, two thousand five hundred dollars.

Clinch River, Tenn.

Improving Clinch River, Tennessee: Continuing improvement, five thousand dollars.

Cumberland River, Tenn. and Ky.

Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, two hundred thousand dollars; with a view to secure a uniform depth in the channel of four feet, commencing with a lock at or near the lower island at Nashville.

Improving Cumberland River, Tennessee and Kentucky, below Nashville: Continuing improvement, ten thousand dollars.

French Broad River, Tenn.

Improving French Broad River, Tennessee: Continuing improvement, ten thousand dollars.

Hiwassee River, Tenn.

Improving Hiawassee River, Tennessee: Continuing improvement, one thousand dollars.

Forked Deer River, Tenn.

Improving Forked Deer River, Tennessee: Continuing improvement, four thousand five hundred dollars for the North Fork, below Dyersburgh; two thousand five hundred for South Fork; and two thousand five hundred for main river below.

Tennessee River, Tenn.

Improving Tennessee River, above Chattanooga, Tennessee: Continuing improvement, fifteen thousand dollars.

Improving Tennessee River, below Chattanooga, Tennessee: Continuing improvement, two hundred and fifty thousand dollars; of which as much as may be necessary is authorized to be expended in acquiring by purchase or condemnation the land needed for the sites of the permanent buildings necessary in the management of the canals at the improved shoals.

Kentucky River, Ky.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty thousand dollars.

Licking River, Ky.

Improving Licking River, Kentucky, from Farmer's to West Liberty, three thousand dollars.

Tradewater River, Ky.

Improving Tradewater River, Kentucky: To complete improvement, six thousand dollars.

Green and Barren River improvements.

For the purchase of the improvements known as the Green and Barren River improvements, one hundred and thirty-five thousand dollars: *Provided*, That no part of said sum shall be expended until a full and absolute conveyance of said improvements, together with rights of way, easements, piers, docks, and appurtenances of every nature belonging to or connected with said improvements, by the owner or owners thereof, and the Attorney-General of the United States shall have certified to the Secretary of War that the title is perfect.

Proviso. Title.

Ohio River. Distribution.

Improving the Ohio River: Continuing improvement, three hundred and eighty thousand dollars; of which sum, twenty-five thousand dollars, or so much thereof

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as may be necessary, shall be expended in removing the rock obstruction at the mouth of Licking River, twenty thousand dollars, or so much thereof as may be necessary, shall be expended for the construction of a drift-gap at Davis Island Dam, with the necessary bear-trap gates and masonry walls, and seven thousand five hundred dollars in constructing an ice pier pursuant to the present or prospective plan of the Chief of Engineers, at or near Portsmouth, Ohio: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, a perpetual lease or conveyance of the riparian rights of the property owners at said locality, in the event said ice-pier shall be located where there is no landing place: *And provided further*, That at said locality, if it be an improved landing, he shall first obtain a relinquishment of wharfage rights and dues in favor of water craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with; and two thousand five hundred dollars of said Ohio River appropriation may be used for improving the channel in the mouth of the Big Hocking River below the first dam therein; and twenty thousand dollars of said Ohio River appropriation may be used for harbor improvement at Madison, Indiana, according to the plans heretofore submitted by Lieutenant Colonel Merrill, Corps of Engineers; also out of said Ohio River appropriation the sum of fifteen thousand dollars may be expended in completing the construction of the embankment on the south side of the Great Miami River near its junction with the Ohio, to confine the waters of the Great Miami in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; also out of said Ohio River appropriation the sum of fifteen thousand dollars may be expended in the construction, or aiding in the construction, of such an embankment at Shawneetown, Illinois, as will confine the waters of the river in great floods to the general course of its channel, and protect the harbor; and thirty thousand dollars of said sum of three hundred and eighty thousand dollars may be expended in protecting the harbor at Cairo, Illinois, in the discretion of the Secretary of War, if in the opinion of the Secretary of War the interests of commerce require it.

Provisos.

Ice piers.

Vol. 32, p. 359.

Post, p. 988.

Falls of the Ohio.

Improving the falls of the Ohio River: Continuing improvement, according to the last plan of the engineer in charge, one hundred and fifty thousand dollars; of which sum twenty-five thousand shall be used in enlarging the canal basin near the locks at Louisville, Kentucky, as recommended in the Engineer's Report of eighteen hundred and eighty-five, page one thousand eight hundred and four.

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Improving Indiana Chute Fall, Ohio River: Continuing improvement, fifteen thousand dollars. Indiana Chute.

Improving Muskingum River, Ohio: For the construction of a lock at Taylorsville and the reconstruction of the lock at Zanesville, pursuant to the report of the engineers, one hundred and two thousand dollars; and the Secretary of War is hereby authorized and empowered to grant leases or licenses for the use of the water powers on the Muskingum River at such rate and on such conditions and for such periods of time as may seem to him just, equitable, and expedient: *Provided*, That the leases or licenses shall be limited to the use of the surplus water not required for navigation. And he is also empowered to grant leases or licenses for the occupation of such lands belonging to the United States on said Muskingum River as may be required for mill-sites or for other purposes not inconsistent with the requirements of navigation; and all moneys received under such leases or licenses shall be turned into the Treasury of the United States, and the itemized statement thereof shall accompany the annual report of the Chief of Engineers. Muskingum River, Ohio. *Proviso.* Water-power rights.

But nothing in this act shall be construed to affect any vested right, if such there be, of any lessee of water power on said river. Vested rights.

Improving Detroit River, Michigan: To complete, one hundred and thirty thousand and five hundred dollars. Detroit River, Mich.

Improving Hay Lake Channel, Michigan: Continuing improvement, five hundred thousand dollars: *Provided*, That any portion, or all of this sum may, in the discretion of the Secretary of War, be used in the work at the falls of the Saint Mary's River, in addition to the specific appropriation herein made for the latter. Hay Lake channel, Mich. *Proviso.*

Improving Saginaw River, Michigan: Continuing improvement, sixty-five thousand dollars, of which twenty-five thousand dollars are to be used above Bay City, and fifteen thousand dollars in improving the west channel along West Bay City. Saginaw River, Mich.

Improving Saint Clair Flats Ship Canal, Michigan: Continuing improvement, seventy-five thousand dollars; all or any portion of which may, in the discretion of the engineer, be expended in dredging Grosse Pointe Channel. St. Clair Flats Canal.

Improving Saint Mary's River, at the Falls, Michigan: Continuing improvement on new lock, dam, and approaches, one million dollars. St. Marys River, Mich.

Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars; and the Secretary of War be, and is hereby, authorized to accept for the United States a conveyance of the parcel of land known as "Shoemaker's Bend," as per warranty deed from city of Mount Clements to United States, under date of December twenty-ninth, eighteen hundred and eighty-seven, amounting to six and three-quarter acres, for the purpose of straightening the channel of Clinton River. Clinton River, Mich.

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St. Joseph River, Mich.

Improving Saint Joseph River, Michigan, from its mouth to Berrien Springs, two thousand five hundred dollars.

Black River, Mich.

Improving mouth of Black River [a], Michigan, ten thousand dollars.

Rouge River, Mich.

Improving Rouge River, Michigan, at its junction with Detroit River, and up the river as far as the bridge of Saint Louis and Wabash Railroad, ten thousand dollars.

Chippewa River, Wis.

Improving Chippewa River, including Yellow Banks, in said river, Wisconsin: Continuing improvement, ten thousand dollars.

Fox River, Wis.

Improving Fox River, Wisconsin, below Montello, except as hereinafter provided: Continuing improvement, one hundred thousand dollars; of this sum five thousand dollars, or so much thereof as may be necessary, shall be used for deepening the south outlet of Lake Winnebago, at Neenah, Wisconsin, so as to make navigation practicable during low water season; six thousand dollars, or so much thereof as may be necessary, shall be expended in constructing a levee at Portage, Wisconsin, to prevent the overflow of the Wisconsin River into the Upper Fox River.

Levee at Portage, Wis.
Vol. 24, p. 325.
Ante, p. 455.

The sum of six thousand dollars, appropriated by the river and harbor act of August fifth, eighteen hundred and eighty-six, for a levee at Portage, Wisconsin, shall be available for that purpose; the sum of ten thousand dollars, appropriated by the river and harbor act of July fifth, eighteen hundred and eighty-four, "to be used in maintaining a channel between DePere and Green Bay, Wisconsin," shall be used, as soon as practicable, on the Lower Fox River, in buoying, straightening, and further deepening the channel of said river, between said cities.

Channel between Depere and Green Bay.
Vol. 23, p. 143.
Ante, p. 409.

St. Croix River, Wis. and Minn.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, ten thousand dollars.

Red River of the North, Minn.

Improving Red River of the North, Minnesota: Continuing improvement, twenty thousand dollars.

Minnesota River, Minn.
Vol. 27, p. 106.
Post, p. 636.

Improving Minnesota River, Minnesota, including protecting and holding the banks opposite the borough of Belle Plaine, so as to prevent the river from cutting through the narrow neck of land at that point and thereby changing its channel and course, ten thousand dollars.

Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing the work on lock and dam at Grand Rapids, near Mount Carmel, Illinois, fifty thousand dollars, and for continuing improvements, including the work at or near Grayville, ten thousand dollars.

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[a] Empties into St. Clair River.

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Improving White River, Indiana: Continuing improvement, five thousand dollars; no part of which is to be expended until the bridges are so changed as not to obstruct navigation.

White River, Ind. Vol. 26, p. 448. *Post*, p. 574.

Improving Calumet River, Illinois and Indiana: Continuing improvement, fifty thousand dollars; of which fifteen thousand is to be used in improving the river above the Forks to one-half mile east of Hammond, and thirty-five thousand for the improvement of the river between its mouth and One hundred and eighth street.

Calumet River, Ill. and Ind.

The amount heretofore appropriated for the improvement of said Calumet River from its mouth to its Forks, or so much thereof as may be necessary, shall be immediately available for the improvement between its mouth and One hundred and eighth street, anything in the act of July fifth, eighteen hundred and eighty-four and August fifth, eighteen hundred and eighty-six to the contrary notwithstanding.

Vol. 23, p. 143. *Ante*, p. 409. Vol. 24, p. 325. *Ante*, p. 456.

Improving Illinois River, Illinois: Continuing improvement, two hundred thousand dollars. And for the purpose of securing a continuous navigable water-way between Lake Michigan and the Mississippi River, having capacity and facilities adequate for the passage of the largest Mississippi River steam-boats, and of naval vessels suitable for defense in time of war, the Secretary of War is authorized and directed to cause to be made the proper surveys, plans, and estimates for a channel improvement and locks and dams in the beds of the Illinois and Desplaines Rivers from La Salle to Lockport, so as to provide a navigable water-way, not less than one hundred and sixty feet wide, and not less than fourteen feet deep, and to have surveyed and located a channel from Lockport to Lake Michigan, at or near the city of Chicago, such channel to be suitable for the purposes aforesaid; the necessary expenses of such surveys, estimates, plans, and location to be paid out of the sum herein appropriated for the improvement of the Illinois River.

Illinois and Des Plaines rivers, Ill. Survey for waterway from Lake Michigan to Mississippi River.

The Secretary of War is further authorized and directed to cause to be located, on such line as he may approve, a canal from the Illinois River at or near the town of Hennepin to the Mississippi River at or above the mouth of Rock River, together with a necessary feeder for the same, said canal to be known as the Illinois and Mississippi Canal, and to be eighty feet wide at the water line, and to have a depth of not less than seven feet of water, with locks one hundred and seventy feet long and thirty feet wide. The Secretary of War shall cause to be made and submitted to Congress detailed plans and estimates for the construction of said canal and feeder; the necessary expense of making such location, plans, and estimates shall be paid out of the unexpended balance on hand

Location and plans for Illinois and Mississippi Canal.

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heretofore appropriated for the survey of said canal by the River and Harbor act approved August fifth, eighteen hundred and eighty-six, for the examination of said canal, and of the Illinois and Michigan canal by a board of Engineers.

Vol. 24, p. 326.
Ante, p. 456.

Mississippi River.
Storage reservoirs.

For continuing operations upon the reservoirs at the headwaters of the Mississippi River, twelve thousand dollars, to be expended in accordance with the recommendation of the Board of Engineers in their report to the Chief of Engineers, dated May twenty-fourth, eighteen hundred and eighty-seven. And it shall be the duty of the Secretary of War to prescribe such rules and regulations in respect to the use and administration of said reservoirs as in his judgment the public interest and necessity may require; which rules and regulations shall be posted in some conspicuous place or places for the information of the public. And any person knowingly and willfully violating such rules and regulations shall be liable to a fine not exceeding five hundred dollars, or imprisonment, not exceeding six months, the same to be enforced by prosecution in any district court of the United States within whose territorial jurisdiction such offense may have been committed. And the Secretary of War shall cause such gaugings to be made at or near Saint Paul during the annual operation of said reservoirs as shall determine accurately the discharge at that point, the cost of same to be paid out of the annual appropriation for gauging the waters of the Mississippi River and its tributaries.

Regulations.

Gauging at St. Paul.
Vol. 25, pp. 421, 424.
Post, pp. 512, 516.

Mississippi River.
Snags, etc.
Vol. 25, p. 424.
Post, p. 516.

For operating snag-boats and dredge-boats on Upper Mississippi River, twenty-five thousand dollars.

Above St. Anthonys Falls.

Improving the Mississippi River above Saint Anthony's Falls, ten thousand dollars.

Minneapolis to Des Moines Rapids.

Improving the Mississippi River from the landing on the west bank below the Washington avenue bridge, Minneapolis, to the Des Moines Rapids, including work for the protection of the bank of the Mississippi River at Winona, Minnesota, on account of the erosion caused by dams erected above the city to improve the navigation of the river, and the examination and survey at the Rock Island Rapids in said river hereinafter mentioned: Continuing improvement, six hundred thousand dollars.

Rock Island Rapids.
Examination.

And inasmuch as the present channel of the Mississippi River at the Rock Island Rapids is said to be of insufficient width and depth, and dangerous to the navigation of said river, the Secretary of War is hereby authorized and directed to cause an examination and survey to be made at said rapids, with the view of determining the best and most economical mode of securing a safer channel of greater width and depth, sufficient to meet the necessities of the commerce and navigation of the river, either by the construction of a canal around said rapids on the Illinois side of said river, from the head of the rapids near Rapids City, Illinois, on the most direct and feasible route to

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the main river, at the foot of said rapids, or by widening and deepening the present channel of the river at said rapids. And the Secretary of War shall cause a report of said examination and survey to be made to Congress at its next session, together with plans and estimates of the probable cost for the construction of such canal, or for the widening and deepening of the present navigable channel of the river, and with such plans and estimates, shall submit his opinion as to the best and most economical plan of improving the river at said rapids in the interest of the commerce and navigation of the river, and for the purpose of such examination and survey, so much of the above appropriation of six hundred thousand dollars as may be necessary is hereby authorized to be expended, not to exceed fifteen thousand dollars.

Report.

Des Moines Rapids Canal.

Improving the Mississippi River at Des Moines Rapids Canal, under the modified project, thirty-five thousand dollars; and the Secretary of War is hereby authorized and directed to use so much of the money appropriated in the acts of July fifth, eighteen hundred and eighty-four, and August fifth, eighteen hundred and eighty-six, for the construction of a pier at the outer wall of the Des Moines Rapids Canal as may be necessary in the establishment of a floating boom, connecting said wall with the upper draw rest of the bridge at Keokuk, if in his opinion such work would adequately and advantageously serve the interests of navigation; and the balance left over of said appropriations of eighteen hundred and eighty-four and eighteen hundred and eighty-six, if any, to be used in continuing the improvement of the Des Moines Rapids under present project.

Vol. 23, p. 146. *Ante*, p. 412. Vol. 24, p. 328. *Ante*, p. 460.

To mouth of Illinois River.

Improving Mississippi River from Des Moines Rapids to the mouth of Illinois River, two hundred thousand dollars, including the removal of bars at the mouth of Cedar Creek, in Quincy Bay, dredging in said bay; opening Willow Slough, and removing the bars at the mouth of Whipple Creek and Hamburg Bay, if in the opinion of the Secretary of War the same is deemed advisable in the interest of commerce and navigation; and fifty thousand dollars of said sum, or so much thereof as may be necessary may be expended in improving and strengthening Sny Island Levee where it crosses Sincarte Slough and other sloughs, and in repairing wash outs in said levee.

Dry dock, Des Moines Rapids.

Improving dry-dock at Des Moines Rapids: To complete, sixteen thousand two hundred and fifty dollars.

To mouth of Ohio River.

Improving the Mississippi River from the mouth of the Illinois River to the mouth of the Ohio River, including the completion of the work at Alton, and at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River and the improvement of Saint Louis harbor: Continuing improvement, three hundred thousand dollars.

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Head of Passes to Ohio River.

Improving Mississippi River from head of the Passes to the mouth of the Ohio River: Continuing improvement, two million dollars; which sum shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands or private property by overflows: *Provided, however*, That the Commission is authorized to repair and build levees if in their judgment it should be done as part of their plans to afford ease and safety to the navigation and commerce of the river and to deepen the channel. Of the foregoing sum one hundred and fifty thousand dollars, or so much thereof as shall be necessary, shall be expended in protecting the bank along the Lake Bolivar front, by revetment.

Provisos.

Levees.

Protecting navigation.

Survey.

For survey of the Mississippi River from the head of the passes to its headwaters: Continuing survey, seventy-five thousand dollars.

Snags, etc. Vol. 25, p. 424. *Post*, p. 516.

For continuing the removal of snags, wrecks, and other obstructions in the Mississippi River, one hundred thousand dollars.

For work in accordance with the plans and specifications of the Mississippi River Commission:

Columbus, Ky.

At Columbus, Kentucky: Continuing improvement, twenty-five thousand dollars.

Hickman, Ky.

At Hickman, Kentucky: Continuing improvement, seventy thousand dollars.

Helena, Ark.

At Helena, Arkansas, seventy-five thousand dollars.

Greenville, Miss.

At Greenville, Mississippi: Continuing improvement, seventy-five thousand dollars.

Vicksburg, Miss.

At Vicksburg, Mississippi: Continuing improvement, one hundred and fifty thousand dollars.

New Orleans, La.

At New Orleans, Louisiana: Continuing improvement, two hundred thousand dollars.

Atchafalaya and Red rivers.

At the head of the Atchafalaya and mouth of Red River, Louisiana, for rectification thereof, by preventing further enlargement of the Atchafalaya and restricting its outlet capacity, and for turning the waters of Red River into the north or upper channel around Turnbull's Island, and for keeping open a navigable channel through the mouth of Red or Old River into the Mississippi, two hundred and fifty thousand dollars.

Gauging. Vols. 16, p. 598; 25, pp. 420, 424; 32, p. 374. *Ante*, pp. 189, 510; *post*, pp. 516, 1009.

For gauging the waters of the Lower Mississippi River and its tributaries as provided for in joint resolution of twenty-first of February, eighteen hundred and seventy-one, nine thousand six hundred dollars [a]: *Provided*,

[a] On April 21, 1891, the Secretary of War decided, after inquiry at the Treasury Department, that under the provisions of section 6 of this act, the amount of the permanent annual appropriation provided therein for such gauging did not exceed $6,000. Section 9 of the river and harbor act approved June 13, 1902, increases this limit to $9,600 annually.

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That three thousand six hundred dollars of same is authorized to be expended in paying the expenses of gauging the said waters during the fiscal year ending June thirtieth, eighteen hundred and eighty-eight. *Proviso.* Deficiency.

For examinations and surveys at South Pass, mouth of Mississippi River, pursuant to the act of March third, eighteen hundred and seventy-five, ten thousand dollars. South Pass. Vols. 18, p. 464; 25, p. 424; 32, p. 340. *Ante*, p. 246; *post*, pp. 516, 962.

Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars. Gasconade River, Mo.

Improving Little River, Missouri, from Hornersville to its junction with the Saint Francis River, five thousand dollars. Little River, Mo.

Improving Osage River, Missouri: Continuing improvement, five thousand dollars. Osage River, Mo.

Improving Saint Francis River, Missouri, from Greenville to the Arkansas State line, five thousand dollars. St. Francis River, Mo.

Improving Black River, Missouri, seven thousand dollars. Black River, Mo.

Improving Missouri River from mouth to Fort Benton: Continuing improvement, one million dollars, including removal of obstructions, surveys, and examinations, to be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Missouri River Commission, except as herein modified. Missouri River.

Out of the above sum the following amounts shall be applied to the purposes hereinafter specified, namely: One hundred and fifty thousand dollars, or so much thereof as may be needed, shall be expended on that portion of the Missouri River lying between the cities of Council Bluffs, Iowa, and Omaha, Nebraska, and a point five miles above the bridge of the Omaha and Council Bluffs Bridge Company, by the course of said river; that the sum of one hundred thousand dollars, or so much thereof as may be needed, shall be expended on said river at Sioux City, Iowa, and in Nebraska, opposite said city; that the sum of fifty thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Plattsmouth, Nebraska; that the sum of fifty thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Rulo, Nebraska; that the sum of seventy-five thousand dollars, or so much thereof as may be needed, shall be expended on said river at or near Nebraska City, Nebraska; that the sum of sixty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Kansas City, Missouri; that the sum of sixty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Saint Joseph, Missouri; that the sum of forty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said Distribution.

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river at or near Arrow Rock, Missouri; that the sum of seventy-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Leavenworth, Kansas; that the sum of seventy-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Atchison, Kansas; and that the sum of twenty-five thousand dollars, or so much thereof as may be necessary, shall be expended on said river at or near Miami, Missouri.

Mokelumne River, Cal.

Improving Mokelumne River, California: Removing obstructions, two thousand dollars.

Sacramento and Feather rivers, Cal.

Vol. 26, p. 668.

Improving Sacramento and Feather Rivers, California: Continuing improvement, twenty thousand dollars; to be expended for snagging and dredging operations.

Post, p. 540.

Napa River, Cal.

Improving Napa River, California, seven thousand five hundred dollars.

San Joaquin River, Cal.

Improving San Joaquin River, California: Continuing improvement, twenty-five thousand dollars; a portion of which may be used, in the discretion of the engineer, in closing Laird's Slough and in making the partial closure of what is called "Paradise Cut."

Petaluma Creek, Cal.

Improving Petaluma Creek, California: Continuing improvement, two thousand dollars.

Columbia River, Oreg.

Improving canal at the Cascades, Oregon: Continuing improvement, three hundred thousand dollars.

Improving Upper Columbia River, including Snake River, Oregon and Washington Territory: Continuing improvement, ten thousand dollars.

Improving the mouth of the Columbia River, Oregon: Continuing improvement, five hundred thousand dollars.

Lower Willamette and Columbia rivers.

Improving Lower Willamette and Columbia Rivers in front of and below Portland, Oregon: Continuing improvement, one hundred thousand dollars, of which sum, one thousand dollars, or so much thereof as may be necessary, may be expended in dredging the bar at Skamokawa, on the Columbia River.

Willamette River, Oreg.

Improving Willamette River above Portland, Oregon: Continuing improvement, twenty-nine thousand dollars, of which sum fourteen thousand dollars, if deemed necessary by the Secretary of War, may be expended in revetting the Willamette River, above Corvallis, to prevent the threatened change in the channel of the river at said point.

Coquille River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty-five thousand dollars; of which five thousand dollars is authorized to be expended for snagging between Coquille City and Myrtle Point.

Umpqua River, Oreg.

Improving Umpqua River, Oregon: To complete, two thousand dollars.

Columbia River, Oreg., gauging.

Gauging waters of the Columbia River, Oregon: For fiscal years ending June thirtieth, eighteen hundred and eighty-eight, and June thirtieth, eighteen hundred and eighty-nine, two thousand five hundred dollars.

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Improving Chehalis River, Washington Territory: Continuing improvement, two thousand dollars.

Chehalis River, Wash.

Improving Cowlitz River, Washington Territory: Continuing improvement, three thousand dollars.

Cowlitz River, Wash.

Improving Skagit, Stielaquamish, Nootsack, Snohomish and Snoqualmie Rivers, Washington Territory: Continuing improvement, fifteen thousand dollars; of which five thousand dollars shall be used for a snag-boat and outfit.

Skagit, Stilaguamish, Nooksak, Snohomish, and Snoqualmie rivers, Wash.

SEC. 2. That whenever complaint shall be made to the Secretary of War that by reason of the placing in any navigable waters of the United States of any bridge pier or abutment, the current of such waters has been so deflected from its natural course as to cause by producing caving of banks or otherwise serious damage or danger to property, it shall be his duty to make inquiry, and if it shall be ascertained that the complaint is well founded, he shall cause the owners or persons operating such bridge to repair such damage or prevent such danger to property by such means as he shall indicate and within such time as he may name, and in default thereof the owners or persons operating such bridge shall be liable in any court of competent jursdiction to the persons injured in a sum double the amount of said injury: *Provided, however*, That nothing herein contained shall be construed so as to affect any rights of action which may exist at the time of the passage of this act [a].

Deflection of currents by piers, etc. Vol. 26, p. 454. *Post*, p. 582. Vol. 27, p. 110. *Post*, p. 642. Vol. 30, p. 1151. *Post*, p. 886.

Proviso. Existing rights of action.

SEC. 3. That it shall be the duty of the Secretary of War to apply the money herein and hereafter appropriated for improvements of rivers and harbors, other than surveys, estimates and gaugings, in carrying on the various works, by contract or otherwise, as may be most economical and advantageous to the Government. Where said works are done by contract [b], such contract shall be made after sufficient public advertisement for proposals, in such manner and form as the Secretary of War shall prescibe; and such contracts shall be made with the lowest responsible bidders, accompanied by such securities as the Secretary of War shall require, conditioned for the faithful prosecution and completion of the work according to such contract.

Application of appropriations.

Contracts. Vol. 26, p. 452. *Post*, p. 580.

SEC. 4. That for the purpose of securing the uninterrupted examinations and surveys at the South Pass of the Mississippi River, as provided for in the act of March third, eighteen hundred and seventy-five, the Secretary of War, upon the application of the Chief of Engineers, is

Surveys at South Pass, Mississippi River. Appropriation made permanent.

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[a] This section is amended by the river and harbor acts approved Sept. 19, 1890 (sec. 7), July 13, 1892 (sec. 3), and Mar. 3, 1899.

[b] Section 2 of the river and harbor act approved Sept. 19, 1890, provides that nothing in the above section 3 shall be so construed as to prohibit or prevent the cumulation of two or more works of river and harbor improvement in the same proposal and contract where such works are in the same region and of the same kind or character.

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Vols. 18, p. 464; 25, 422; 32, p. 340. *Ante*, pp. 246, 513; *post*, p. 962.

hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amount appropriated in this act for such purpose: *Provided, however*, That an itemized statement of said expenditures shall accompany the Annual Report of the Chief of Engineers.

Proviso. Report.

Regulations for navigation of South Pass. Vol. 26, p. 452. *Post*, p. 580.

SEC. 5. That the Secretary of War be, and he is hereby, authorized to make such rules and regulations for the navigation of the South Pass of the Mississippi River as to him shall seem necessary or expedient for the purpose of preventing any obstruction to the channel through said South Pass and any injury to the works therein constructed. The term "South Pass," as herein employed, shall be construed as embracing the entire extent of channel between the upper ends of the works at the head of the pass and the outer or sea end of the jetties at the entrance from the Gulf of Mexico; and any person who shall willfully violate any rule or regulation made by the Secretary of War in pursuance of this act shall be guilty of a misdemeanor, and, on conviction thereof, shall pay a fine not exceeding five hundred dollars and undergo an imprisonment not exceeding six months, at the discretion of the court [a].

Punishment for violation.

Gauging waters of lower Mississippi River. Appropriation made permanent. Vol. 16, p. 598. *Ante*, p. 189. Vol. 25, pp. 420, 421. *Ante*, pp. 510, 512. Vol. 32, p. 374. *Post*, p. 1009.

SEC. 6. That for the purpose of securing the uninterrupted gauging of the waters of the Lower Mississippi River and its tributaries, as provided for in joint resolution of the twenty-first of February, eighteen hundred and seventy-one, upon the application of the Chief of Engineers, the Secretary of War is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amount [b] appropriated in this act for such purpose: *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

Proviso. Report.

SEC. 7. That for the purpose of securing the uninterrupted work of operating snag boats on the Upper Mississippi River, and of removing snags, wrecks, and other obstructions in the Mississippi River, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the amounts

Snag boats, etc., Mississippi River. Appropriation for, made permanent. Vol. 25, pp. 420, 421. *Ante*, pp. 510, 512.

[a] This section is amended by section 3 of the river and harbor act approved Sept. 19, 1890.

[b] On Apr. 21, 1891, the Secretary of War decided, after inquiry at the Treasury Department, that the amount of the permanent annual appropriation thus provided did not exceed $6,000. Section 9 of the river and harbor act approved June 13, 1902, increases this limit to $9,600.

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appropriated in this act for such purposes: *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

Proviso. Report.

SEC. 8. That the Secretary of War shall cause the manuscript of the annual report of the Chief of Engineers and subordinate engineers, relating to the improvement of rivers and harbors, and the report of the Mississippi and Missouri River Commissions to be placed in the hands of the Public Printer on or before the fifteenth day of October in each year, and the Public Printer shall cause said reports to be printed with an accurate and comprehensive index thereof, on or before the first Monday in December in each year, for the use of Congress.

Annual reports of Chief of Engineers and Mississippi and Missouri River Commissions.

SEC. 9. That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed, over any of the navigable water-ways of the United States is an obstruction to the free navigation of such waters, by reason of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the raft-span of such bridge by rafts, steam-boats, or other water-craft, it shall be the duty of the said Secretary to give notice to the persons or corporations owning or controlling such bridge to so alter the same as to render navigation through or under it free, easy, and unobstructed; and in giving such notice he shall prescribe in each case a reasonable time in which such alteration is to be made. If, at the end of such time, the alteration has not been made, the Secretary of War shall forthwith appraise [*sic*] the Attorney-General of the United States, whose duty it shall be to institute suit, in the name of the United States, without delay, in the circuit or district court of the United States for the circuit in which such bridge is located, which court is hereby invested with jurisdiction for this purpose, to recover from the owners or managers of such bridge the fines mentioned in the succeeding section of this act [a].

Obstructions to navigation by bridges. Secretary of War to provide against.

Vol. 23, p. 148.
Ante, p. 417.
Vol. 26, p. 453.
Post, p. 580.
Vol. 30, p. 1153.
Post, p. 890.

Litigation.

SEC. 10. That the owner or owners or manager or managers of any railroad or other bridge obstructing the free navigation of any navigable water-way of the United States who shall willfully fail or refuse to remove the same, or to cause the necessary alterations to be made in the same so as to render navigation through or under it free, easy, and unobstructed to rafts, steam-boats, or other water-craft, after receiving notice to that effect from the Secretary of War and within the time prescribed by him, shall be subject to a fine as penalty therefor of five hundred dollars per month for the time he or they

Punishment for obstructing navigation.

Vol. 23, p. 148.
Ante, p. 417.
Vol. 26, p. 453.
Post, p. 580.
Vol. 30, pp. 1153, 1154.
Post, p. 890.

[a] This section is amended by the river and harbor acts approved Sept. 19, 1890 (sec. 4), and Mar. 3, 1899 (sec. 18).

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Fishways.

are in default, and the amount so recovered shall be placed to the credit of the improvement fund of the water-way obstructed by such bridge [a].

SEC. 11. Whenever the improvements provided for by this act, or those which have heretofore been prosecuted by the United States, or may hereafter be undertaken, shall be found to operate (whether by lock and dam or otherwise), as obstructions to the passage of fish, the Secretary of War may, in his discretion, direct and cause to be constructed practical and sufficient fish-ways, to be paid for out of the general appropriations for the streams on which such fish-ways may be constructed.

Harbor lines. Vol. 24, p. 329. *Ante*, p. 462. Vol. 26, p. 455. *Post*, p. 584. Vol. 28, p. 364. *Post*, p. 713. Vol. 30, p. 1151. *Post*, p. 887.

SEC. 12. Where it is made manifest to the Secretary of War that the establishment of harbor lines is essential to the preservation and protection of harbors, he may, and is hereby, authorized to cause such lines to be established, beyond which no piers or wharves shall be extended or deposits made except under such regulations as may be prescribed from time to time by him [b].

Surveys.

SEC. 13. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the cost of improvement to be estimated at the following localities, to wit: In the States of—

Arkansas.

ARKANSAS.

Ouachita River, Louisiana and Arkansas, from its mouth to head of navigation, to determine the advisability and probable cost of its permanent improvement.

Alabama.

ALABAMA.

The Secretary of War is hereby authorized and directed to cause a survey to be made at the earliest practicable time for the location of a channel in and along the Coosa River, in Alabama, from the rapids at Wetumka to connect with the improvements already completed on said river above the Ten Islands, and to direct the engineer making the survey to report as to the most feasible, economical, and suitable plan for making such improvement.

Warrior River from Tuscaloosa to Demopolis, for deepening and widening the channel with a view of the easy transportation of coal.

Sipsey River, from the Tombigbee River at Vienna to Texas, with a view of easy transportation of coal.

Choctawhatchee, for low water navigation.

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[a] This section is amended by the river and harbor acts approved Sept. 19, 1890 (sec. 5), and Mar. 3, 1899 (sec. 18).

[b] This section is amended by the river and harbor acts of Sept. 19, 1890 (sec. 12), Aug. 18, 1894 (sec. 9), and Mar. 3, 1899 (sec. 11).

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CALIFORNIA. California.

San Beunaventure Harbor.
Eel River, entrance and inside bars to head of navigation.
Klamath River, entrance and inside bars to head of navigation.
San Simeon Bay.
The Secretary of War is hereby directed to make an examination and report to Congress as to the necessity for the establishment and maintenance of public moorings for the protection of shipping in the open and exposed ports on the Northern coast of California at Fort Ross, Fish's Mill, Fish Rock, Shelter Cove, Trinidad and such other places as may be deemed advisable by him.

CONNECTICUT. Connecticut.

Mystic River.
New London Harbor.
Black Rock Harbor, for breakwater to Pentfield Reef and south from Fairweather Island.

ARIZONA. Arizona.

Colorado River, between Camp Mojave and El Dorado Canon.
Colorado River, between Camp Mojave and the point where the boundary-line between Nevada and Utah Territory intersects said river.

DELAWARE. Delaware.

Nanticoke River, from Seaford to Concord.
Mahon River.
Prime Hook Creek.
Appoquinimink Creek.

DAKOTA. Dakota.

Ice harbor at or near Bismarck, on the Upper Missouri River.

FLORIDA. Florida.

Saint Andrew's Bay.
Chipola River, from its mouth to Marianna.
Saint Mark's River and bar at its mouth.
Ocklawaha River from its mouth to Lake Griffin.
Homosassa River and bar at its mouth.
Chipola River from its mouth to Wewahitchka and the "Cut Off," and "Lee's Slough," running from the Apalachicola River to the Chipola River.
Crystal River and bar at its mouth.
Alafia River and bar at its mouth.
Sarasota Bay.
The channel between Tampa Bay and Old Tampa Bay.

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Georgia.

GEORGIA.

Flint River, rock reefs at Albany and above.

Savannah River above Augusta and between Augusta and Andersonville.

Oconee River.

Ocmulgee River. Resurvey.

Indiana.

INDIANA.

Grand Calumet River[a], beginning one-half mile east of Hammond, and thence eastward to Lake Michigan.

For the survey of a canal-way connecting the waters of Lake Michigan with the Calumet River, beginning at a point on the Calumet River one mile east of Hammond, Indiana, and running due north to Berry Lake, and thence along the eastern waters of said Berry Lake; thence northeast to Lake Michigan. The survey to estimate a canal fourteen feet deep and two hundred feet wide.

Berry Lake forming a natural harbor of refuge.

Illinois.

ILLINOIS.

Moline City Harbor.

Grand Calumet River.

Mississippi River, the main slough at Hamilton, Illinois, to the end of securing a good and sufficient steamboat landing at that point.

Iowa.

IOWA.

For a suruey [*sic*] and examination of the Mississippi River at and near the head of Beaver Island, at Clinton, Iowa, to determine what is necessary to remove the sandbars there formed and forming, so as to make navigable and protect the entrance to the western channel, and the channel itself that runs between Beaver Island and the Iowa shore.

Kentucky.

KENTUCKY.

Harbor at Owensboro[b].

Big Sandy River from Catlettsburgh to Pikeville, on Louisa [Levisa] Fork, and to the mouth of Pond Creek on Tug Fork.

Louisiana.

LOUISIANA.

Bayou Teche, from mouth to Saint Martinsville.

Atchafalaya River, from Berwick's Bay to Gulf of Mexico, to secure a channel of twenty feet depth.

Mouth and Passes of Calcasieu River.

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[a] Usually called Calumet River.

[b] In Ohio River.

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Bayou Terrebonne, for continuing dredging three miles above Houma.
Harbor of Baton Rouge.
Tangipahoa River.
Bayou Dorcheat, from Lake Bisteneau to the Arkansas line.
Tchefuncta and Bogue Falia.
Bayou Chitta [a].
Bayou des Glaises, with a view to establishing locks.
Bayou Saint John, from head of navigation to Lake Pontchartrain.
Bayou Lafourche, from Donaldsonville to Gulf.
Amite River.
Bayou Manchac.
Bayou Teche, with a view to putting in locks.
Tickfaw River.
Bayou Terrebonne and Bayou Black [b], with the view of opening a shorter water-way between Mississippi River and Berwick's Bay, Texas and Mexico.

MARYLAND. Maryland.

Eastern Branch of Potomac River.
Wicomico River [c].
North East River.
Manokin River.
Warwick River.
Wetypkin River.
Chester River, between Crumpton and Jones' Landing.
South East River.
La Trappe River.
Still Pond Harbor.
Tuckahoe River.
Sassafras River.
Elk River.

MASSACHUSETTS. Massachusetts.

Taunton River.
Cohasset Harbor.
Weymouth River.
Goose Point Channel, Plymouth Harbor, to public wharf at Kingston.
Weir River.
Salem Harbor, including South River.
Beverly Harbor.
Cranes and Waters Rivers of Essex Branch.
Martha's Vineyard, inner and outer harbor at Edgarton.

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[a] Usually known as Bogue Chitto.
[b] Discharges into Bayou Bœuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.
[c] The reports upon this item relate to the stream of that name on the eastern shore of the State.

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Stage harbor at Chatham.

Westport Harbor, and East and West Branch of Westport River.

Malden River, as to straightening, widening, and deepening the channel.

Mississippi.

MISSISSIPPI.

Gulf Port Harbor, with a view to obtaining a twenty foot channel two hundred feet wide to approach the shore as near as practicable.

Leaf River, from its mouth to mouth of Bowie Creek, near the New Orleans and Northeastern Railroad.

Chickasahay River, from its mouth to Enterprise.

Bluff Creek, from its mouth to the head of navigation.

Tombigbee, between Vienna and Cotton Gin, with a view of obtaining continuous navigation.

Bogue Phalia, especially the part known as the Narrows, with view to its improvement.

Minnesota.

MINNESOTA.

Duluth.

Michigan.

MICHIGAN.

False Presque Isle Harbor, Lake Huron, for a harbor of refuge.

Au Gres River, to deepen channel to village of Au Gres to ten feet in depth.

Black River, Lake Superior, to deepen channel to depth of sixteen feet and constructing a breakwater.

Detroit River, at Gross Point, to dredge channel now in use to depth of twenty feet.

Petoskey Harbor, for breakwater and harbor of refuge.

Thunder Bay River, Alpena, for sixteen foot channel from mouth to one mile above.

Au Sable River at Au Sable, with view of twelve foot channel and breakwater.

Port Austin, for breakwater.

Lexington, for breakwater.

Forestville, for breakwater.

Black River, at Port Huron, to deepen channel from mouth to Grand Trunk railroad bridge to depth of eighteen feet.

Pine River, at Saint Clair City, to deepen channel from mouth to Belknap's brick-yard to depth of sixteen feet.

Quanicassee River, to deepen channel from mouth to village of Sebewaing to twelve feet.

Port Sanilac, for harbor of refuge.

Saugatuck Harbor, to obtain channel of navigable width, with a minimum depth of fifteen feet and reconstructing piers.

Monroe Harbor, to deepen channel to sixteen feet.

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Grand River, from Grand Rapids to Lake Michigan: For channel of navigable width, minimum depth of ten feet.

Algonac on St. Clair River, with view of uniting north and south channels between Clark and Harsems Islands.

MAINE. Maine.

Monhegan Island Harbor.
Belfast Harbor.
Harbor and channel at Pembroke.
Union River and Union River Bay.
Harrissecket River.
Saint Croix River: Resurvey.
Medomac River.
Pleasant River, from Columbia Falls to its mouth.
Kennebunk River.

MISSOURI. Missouri.

Clarksville Harbor [a].
Saint Louis Harbor.
Grand River.

The Secretary of War is hereby authorized and directed to cause a survey to be made of the Osage River, Missouri, from its mouth up to the first shoal, and five miles above the same, and to report an estimate, based on such survey, of the cost of constructing one lock and dam within the limits of said survey, and the effect upon the navigation of said river, of constructing said lock and dam.

Missouri River at Miami.

NEW HAMPSHIRE. New Hampshire.

Cocheco River, from Dover to its mouth.

The Secretary of War is hereby authorized and directed to cause a survey to be made of the Hampton River in New Hampshire, and to direct the engineer making the survey to report as to the most feasible, economical, and suitable plan for improving the same.

NEW MEXICO. New Mexico.

Rio Grande River, from Embudo to El Paso, Texas.

NEW YORK. New York.

Water-way around Niagara Falls, of capacity and facilities sufficient to float merchant ships and ships of war of modern build, drawing twenty feet of water, said water-way to commence in a navigable part of Niagara River, in Niagara County, at or near Tonawanda, and to end in the navigable waters of said river below said

[a] In Mississippi River.

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falls, or in navigable waters connected therewith. For the purposes hereof the Secretary of War, in his discretion, may take into consideration and revise the surveys and estimates of such a waterway heretofore made by Brevet Colonel C. E. Blunt, of the United States Corps of Engineers, in compliance with a joint resolution of the Congress approved March twenty-second, eighteen hundred and sixty-seven.

Vol. 15, p. 21.

Plattsburgh: For extension of three hundred feet on north end of the breakwater.

Fort Pond Harbor, Montauk.

East Rockaway Creek, Long Island.

Brown's Creek, Saysville.

Port Jefferson Inlet.

Wappinger's Creek, from Wappinger's Falls to its mouth.

Tarrytown Harbor.

East Rockaway Creek [a].

Salmon River [b], from railroad bridge at Fort Covington to the international line, with a view of deepening the channel to seven feet.

Black River, from Brownville to Lake Ontario.

Cape Vincent Harbor, to establish a breakwater.

Shoals between the Sister Islands and the cross-over light in Saint Lawrence.

Larchmont Harbor.

A ship channel between Jersey City and Ellis Island.

Harbor of Refuge at Frontberg [c], on the south shore of Lake Ontario.

Genessee River, from a point south of the present harbor and above the village of Charlotte, extending southerly a distance about three thousand feet.

Channel connecting Irondequoit Bay with Lake Ontario, for harbor of refuge at Irondequoit Bay.

Harbor at Troutberg [d].

Harbor, mouth of Salmon River [e], Lake Ontario.

Lake George, with view of placing buoys and improving channel.

The East River, with a view to the removal of a ledge of rocks in the same, from the foot of Broome street to the foot of Twenty-third street in New York City. This survey to be made notwithstanding any other survey heretofore made.

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[a] This item and the fifth one above it appearing to refer to the same stream, one report was submitted covering both items.

[b] A tributary of St. Lawrence River.

[c] The locality bearing this name could not be found. The harbor intended was probably that at Troutberg Bay, an examination of which is provided for in the third item following.

[d] The report on this item had reference to the selection of Troutberg Bay for a harbor of refuge.

[e] Enters Mexico Bay, Lake Ontario, about 20 miles east of Oswego. Selkirk is at the mouth and Port Ontario about 1 mile above the mouth.

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NEW JERSEY. New Jersey.

Alloway Creek.
Little Salem Creek.
Hackensack River, from the lower bridge at the town of Hackensack to the Erie Railway Bridge.
From the pier Lithe [line] to the main channel, a distance of about sixteen hundred and fifty feet, and seven hundred feet north by northeast from Ellis Island for a ship channel or basin between the deep water of Hudson River and Ellis Island.

NORTH CAROLINA. North Carolina.

Trent River, to upper Quaker Bridge.
Fishing Creek.
Shallotte River.
Swift Creek.
White Oak River.
North East River (Cape Fear).
Waterway, between New River and Swansboro.
Mackey's Creek.
Pasquotank River, above the mouth of Turner's Cut.
Cape Fear River, North Carolina, from Wilmington to the ocean, with an estimate of the cost of its improvement, with a navigable channel twenty feet deep at mean low water.
Ocracoke Inlet.
Tar River, from Tarboro to Rocky Mount.

OHIO. Ohio.

Conneaut Harbor, for deepening and widening channel.
Cowles Creek or Geneva.
Mouth of Chagrin River, near Willoughby.
Muskingum River from Zanesville to Dresden.

OREGON. Oregon.

Siuslaw River and bar.
Clackamas River.
Tualatin River.
The Secretary of War is authorized and directed to appoint a board of three engineers from the United States Army whose duty it shall be to thoroughly examine the obstructions to navigation in the Columbia River at The Dalles and Celilo Falls, and at Three and Ten Mile Rapids, and to report to the Secretary of War, on or before the first Monday in December next, as to the feasibility and advisability of overcoming such obstructions by means of a boat-railway at The Dalles and Celilo Falls, and by widening, to a navigable status for large tonnage river boats, the channel of said river at Three and Ten Mile Rapids, accompanied by careful and detailed plans, with estimates of the cost and a statement as to the usefulness of such improvements to navigation

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and of their relations and value to commerce; and said board shall also report, at the same time, as to any other plan or project for overcoming said obstructions at said points, whereby said obstructions to navigation may be removed, which in the judgment of said board may be deemed either more desirable than the above or worthy of consideration by the Secretary of War and Congress, and shall report detailed plans, with estimates of the cost of such proposed improvement or improvements, and as to their relations to commerce and usefulness to navigation; and said board shall report which of said projects is by it deemed most advisable. And the Secretary of War shall transmit said report to Congress, at its next session, with his own views and those of the Chief of Engineers of the United States Army thereon; and the sum of fifteen thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of making said examination and survey and the expenses of said board.

Nehalem Bay and bar.

Young's River and its tributary Klaskuine River.

Umpqua River, in the State of Oregon; separate surveys and estimates to be made, first, of that portion of such river between Scottsburgh and the mouth; and second, of that portion between Scottsburg and Hart's Rapids, near Elkton.

South Carolina.

SOUTH CAROLINA.

Broad and Saluda River, above Columbia.

Beaufort River, from a point three miles south of the town of Beaufort through to Coosaw River, with view to its improvement, especially at Brickyard.

Ashepoo River, from the Charleston and Savannah Railroad bridge, six miles down the river, with view to removing obstructions and shoals caused by sunken vessels.

Connect North Edisto and South Edisto Rivers by Saint Pierre River and South Creek.

Savannah River, as to whether the damage to the Vernezobie Freshet Bank in eighteen hundred and eighty-seven was caused by the work at cross-tides, and whether the maintenance of said bank is essential to the success of the work at cross-tides, and what will be the cost of so constructing said bank as to confine the water of said river to its bed.

Owendaw and Wando Rivers and other waters and water-routes connecting Bull's Bay and the harbor of Charleston.

Socastee Creek from its entrance into Waccamaw River to the bridge at Socastee.

Combahee River: Examine whether the breaking of Bull River into Combahee River near the head of Bull River will injure the navigation of Combahee River, and report a plan for obstructing said breaks and the cost thereof.

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TEXAS. Texas.

For removal of raft on Gaudaloupe River.

Mouth of Caney Creek, where it empties in Matagorda Bay.

Removal of bar at mouth of Cedar Bayou where it empties into Galveston Bay.

TENNESSEE. Tennessee.

Lower Cumberland River, from Nashville to mouth, to ascertain if necessary to establish locks and dams.

RHODE ISLAND. Rhode Island.

Fishing Place Cove[a], near Seaconnet Point, with view to constructing a breakwater.

Cove near southeast extremity of Coaster's Harbor Island, and water-way between said island and Rhode Island, with a view to deepening the water-way and removing obstructions.

Entrance to Point Judith Pond, west of Point Judith, with a view of establishing a harbor of refuge.

Coast near life-saving station, East Point Judith, with a view to constructing a breakwater.

Greenwich Bay, to deepen water on the bar at Long Point.

For a survey of Narragansett Bay at the mouth of Narrow River with a view of constructing a breakwater.

VERMONT. Vermont.

Swanton Harbor, as to what changes are necessary in present improvements.

VIRGINIA. Virginia.

Quantico Creek.

Occoquan Creek.

Acquia Creek.

Chickahominy Creek.

Onancock Harbor.

Hampton Creek and Bar.

For cutting of Hospital Point [Norfolk Harbor] and giving a depth of twenty-five feet and an additional width of two hundred feet.

Chuckatuck Creek.

Bennett's Creek.

Ware River.

Hull Creek.

Occobannock [Occohannock].

Roanoke River, between Clarksville and Eaton Falls.

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[a] Usually called Churchs Cove; it is known also as Sakonnet Point Harbor.

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Hunting Creek [Fairfax County], at its mouth.

Harbor of Cape Charles City and approaches by Cheuton [a] Inlet.

Chincoteague Inlet, for purposes of a breakwater.

Machodac River.

Nassowaddox River.

The channel crossing the Potomac from Alexandria, Virginia, to the Maryland side.

New York.

NEW YORK.

Great Chazy River from its mouth on Lake Champlain to Champlain Village.

West Virginia.

WEST VIRGINIA.

Cheat River.

Monongahela River above upper dam [b].

Great Cacapon.

South Branch of the Potomac River.

Washington Territory.

WASHINGTON TERRITORY.

Upper Columbia River, between Wallula and British line.

North Palouse River.

Wisconsin.

WISCONSIN.

Centreville Creek, Manitowoc County.

Racine Harbor, enlarging and deepening channel.

Kenosha Harbor, for refuge.

Harbor at mouth of Fond du Lac River, in Lake Winnebago.

Oconto Harbor, channel sixteen feet deep and seventy-five feet wide from piers to first contour in river at Spies Slough.

For a survey of Minnesota Point, at Superior, at the west end of Lake Superior, to ascertain what, if anything, should be done to preserve the same from the inroads of the Lake, and for the protection of the harbor, together with the cost thereof.

Menomonee Harbor, from the waters of Green Bay to N. Ludington and Company's mill, Wisconsin, for a channel sixteen feet deep and two hundred feet wide.

Appropriation for surveys, etc.

SEC. 14. For examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors, one hundred and fifty thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of En-

Provisos.

[a] Probably meaning Cherrystone Inlet.

[b] That is, Dam No. 9, which ponds the river to Morgantown. The locality examined was therefore above Morgantown.

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gineers shall have directed a preliminary examination of the same by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer shall report to said Chief of Engineers, whether, in his opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which he bases such opinion, including the present and prospective demands of commerce; and it shall be the duty of the Chief of Engineers to direct the making of such survey, if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer: *And provided further*, That the Government shall not be deemed to have entered upon any project for the construction or improvement of any waterway, harbor or canal mentioned in this act unless or until the work of construction shall have been actually appropriated for. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Preliminary examination to be made before survey.

Canal, etc., projects.

Report of preliminary examinations to be printed.

Received by the President July 31, 1888.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the House of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

CHAP. 870.—An Act To authorize the Kentucky Rock Gas Company to lay conduit pipes across the Ohio and Salt rivers.

Aug. 13, 1888. Vol. 25, p. 438.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Kentucky Rock Gas Company to lay pipes for conducting natural gas, petroleum, or salt water across the Ohio River and Salt River, at such points as may be deemed necessary, between the lower boundary of Bradenburgh, in Meade County, Kentucky, and the upper boundary of Louisville, in Jefferson County, Kentucky: *Provided*, That said pipes be laid upon or beneath the bed of the river and in such manner as not to interfere with navigation, and under the supervision of the Secretary of War.

Kentucky Rock Gas Co. may lay pipes across Ohio and Salt rivers.

Proviso.

Not to obstruct navigation.

Approved, August 13, 1888.

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Aug. 21, 1888. Vol. 25, p. 444.

CHAP. 900.—An Act For improving the mouth of the Brazos River, Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Brazos River Channel and Dock Company, a corporation organized under and by virtue of the laws of the State of Texas, be, and are hereby authorized, on the conditions hereinafter mentioned, to construct, own, and operate such permanent and sufficient jetties and such auxiliary works as are necessary to create and permanently maintain, as hereinafter set forth, a navigable channel at the mouth of the Brazos River, Texas, between said river and the Gulf of Mexico, and so far into the main-land and between the banks of the said Brazos River as may be neecssary to reach a place that will afford security from storms, swells, cyclones, and tidal waves, for the purposes of furnishing the vessels and boats adapted to the purpose facilities for navigation in and along the entire length of said channel, charging and collecting such toll therefor as may be prescribed by the regulations that may be made by the Secretary of the Treasury of the United States in conformity with the laws of the United States; and for that purpose they may construct, in the river, and likewise in the Gulf of Mexico, such walls, jetties, dikes, levees, and other structures, and employ such boats, rafts, and appliances as they may, in the prosecution of said work, deem necessary: *Provided*, That no such structures or means employed shall hinder, delay, or materially interfere with the free navigation in said river or between said river and the Gulf of Mexico; and, to protect their said works, they may build and maintain such levees or embankments as may be necessary to secure their permanency along the banks of said Brazos River; and said Brazos River Channel and Dock Company shall hold the United States harmless from any damages that may accrue to any person or persons by overflow or otherwise caused by the construction of said walls, jetties, dikes, levees, and other works constructed by said company: *Provided further*, That unless the construction of the proposed work shall be substantially commenced within one year from date of the approval of this act, and prosecuted with due diligence, the provisions contained herein in relation to the said improvement shall be null and void; and unless the said Brazos River Channel and Dock Company shall secure a navigable depth of twelve feet of water from a point in the river so far as may be necessary to reach a place that will afford security from storms, swells, cyclones, and tidal waves, above its mouth and extending from said point to a depth of twelve feet in the Gulf of Mexico, outside of the present bar, within three years after the date of the approval of this act, Congress may revoke the privileges herein granted in relation to said improve-

Brazos River Channel and Dock Co.

May create channel at mouth of Brazos River, Tex.

Tolls.

Jetties, etc.

Provisos.

Free navigation to be maintained.

Damages.

Commencement.

12 feet to be secured in three years.

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ment. And Congress may revoke the provisions herein granted in relation to said improvement, unless the said Brazos River Channel and Dock Company shall, after securing twelve feet of water, secure an additional depth of not less than two feet during each succeeding year thereafter; until eighteen feet shall have been secured; and in case said Brazos River Channel and Dock Company shall fail to comply with the foregoing conditions as to depth of water, and time, for any period of twelve months in excess of the time fixed, as aforesaid, then the privileges herein granted, in relation to said improvements shall absolutely become null and void without action by Congress.

Further depth.

SEC. 2. That the works of improvement in the said Brazos River, from the mouth of said river to the point described in section one of this act, shall consist of the construction of dikes, wing-dams, levees, embankments, and dredging or other means which may be considered by said Brazos River Channel and Dock Company necessary for obtaining a depth of eighteen feet of water between the mouth of said river and said point described in section one of this act; and that the said Brazos River Channel and Dock Company may, if they shall decide it best for the interests of navigation, change the course of said river at the sharp bend in said river between the mouth of said river and the said point described in section one of this act, but in making such change the channel shall be made of sufficient depth and width to receive the volume of said river without disturbance of its regimen.

Construction.

SEC. 3. That if at any time during the construction of said jetties and auxiliary works, or after said jetties and auxiliary works shall have been completed, and said channel of eighteen feet in depth has been obtained, the United States shall have the right to pay the said Brazos River Channel and Dock Company the value of their jetties and other works constructed under and by the authority granted to said company by the State of Texas as well as by the authority of this act, and on such payment being made by the United States all right to said franchises and works on the part of said Brazos River Channel and Dock Company shall cease.

Right of Government to purchase.

SEC. 4. That Congress may at any time alter, amend or repeal this act.

Amendment.

Received by the President August 9, 1888.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

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Sept. 10, 1888. Vol. 25, p. 473.

CHAP. 999.—An Act Declaring that certain water reserve lands in the State of Wisconsin are and have been subject to the provisions of the Act of Congress entitled "An Act granting to railroads the right of way through the public lands of the United States," approved March third, eighteen hundred and seventy-five.

Right of way through water-reserve lands in Wisconsin.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all lands in the State of Wisconsin described in and withdrawn from sale by the proclamations of the President of the United States issued March twenty-second, eighteen hundred and eighty, April fifth, eighteen hundred and eighty-one, and November twenty-eighth, eighteen hundred and eighty-one [a], for the reason that said lands would be required for or subject to flowage in the construction of dams, reservoirs, and other works proposed to be erected for the improvement of the navigation of the Mississippi River and certain of its tributaries, be, and the same are hereby, declared to be, and to have been at all times heretofore, subject to the provisions of a certain act of Congress, entitled "An act granting to railroads the right of way through the public lands of the United States," approved March third, eighteen hundred and seventy-five, as fully, effectually, and to the same extent as though said lands had not been described in said proclamations, or withdrawn from sale thereby, but had remained with the body of public lands subject to private entry and sale: *Provided, however*, That any and all parts of said lands acquired by any railroad company under said act of Congress shall at all times be subject to the right of flowage which at any time may become necessary in the construction or maintenance of dams, reservoirs, or other works which may be constructed or erected by or under the authority of the United States for the improvement of the navigation of the Mississippi River or its tributaries: *Provided further*, That the railroad companies availing themselves of this act shall, in addition to filing the maps now required by law to be filed, also file maps of definite location of their proposed lines of railroad, over said water reserve lands, in the office of the Secretary of War, and until the approval of said maps by the Secretary of War no right to occupy said lands shall vest in such companies; and no location shall be permitted which takes for right of way or stations lands needed for the use of the present reservoir system, or in the construction of dams or other works, or any proposed or probable extension of the same, or which will obstruct or increase the cost of the present or prospective reservoir system; or shall any railroad company be permitted to take material for construction from any of said reservoir lands outside the right of way granted herein.

Vol. 25, p. 654. *Post*, p. 536.

Vol. 18, p. 482. *Ante*, p. 251.

Proviso.

Right of flowage.

Filing maps of location.

Not to interfere with reservoir project.

Approved, September 10, 1888.

[a] By act approved Jan. 30, 1889, the date Nov. 28, 1881, is corrected to read Feb. 20, 1882.

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CHAP. 1041.—An Act To amend an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Sept. 26, 1888.
Vol. 25, p. 497.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section seven of the "Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four be, and the same is hereby, amended, so that the same shall read as follows:

United States canals.
Vols. 23, p. 148; 26, p. 455; 28, p. 362; 30, p. 1153; 32, p. 875. *Ante*, p. 416; *post*, pp. 585, 711, 890, 1009.

"SEC. 7. That it shall be the duty of the Secretary of War to prescribe such rules and regulations in respect to the use and administration of the Des Moines Rapids Canal, the Saint Mary's Falls Canal, the Louisville and Portland Canal, and the Saint Clair Flats Ship Canal as in his judgment the public necessity may require, which rules and regulations shall be posted in some conspicuous place for the information of the public; any person knowingly and willfully violating such rules and regulations shall be liable to a fine not exceeding five hundred dollars, or imprisonment not exceeding six months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed."

Regulations for use of, extended to St. Clair Flats Ship Canal.

SEC. 2. That this act shall take effect immediately.

Effect.

Approved, September 26, 1888.

CHAP. 1057.—An Act For the investigation of the mining debris question in the State of California.

Oct. 1, 1888.
Vol. 25, p. 498.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized and directed to detail three officers from the Engineer Corps of the United States Army as a commission for the purpose of making a thorough examination and investigation of the mining debris question in the State of California, for the purpose of ascertaining whether some plan can be devised whereby the present conflict between the mining and farming sections may be adjusted and the mining industry rehabilitated; and for a complete examination of the injured navigable river channels, their tributaries and lands adjacent thereto, with a view to the improvement and rectification of said rivers. And that the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, for the purpose of carrying into effect the provisions of this act, said sum to be expended at the discretion of the Sec-

Mining debris in California.
Secretary of War to appoint Commission to investigate.
Vol. 27, p. 393.
Post, p. 610.

Appropriation.

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Report.

retary of War; the said commission to report as early as practicable to the Secretary of War the result of their investigation, and the Secretary of War shall make report thereof to Congress.

Approved, October 1, 1888.

Oct. 1, 1888.
Vol. 25, p. 631.

[No. 46.] Joint Resolution Declaring the meaning of a clause in the river and harbor Act of August eleventh, eighteen hundred and eighty-eight.

Fairport Harbor, Ohio.

Designation of appropriation.

Vol. 25, p. 405.

Ante, p. 490.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the phrase "present low water mark" in the river and harbor bill of August eleventh, eighteen hundred and eighty-eight, in the paragraph referring to Fairport Harbor, Ohio, is intended to mean the inner shore line represented on map in the report of Chief of Engineers of eighteen hundred and eighty-one.

Approved, October 1, 1888.

Oct. 2, 1888.
Vol. 25, p. 505.

CHAP. 1069.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, and for other purposes.

Sundry civil expenses appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, namely:

* * * * *

Mississippi River Commission.

MISSISSIPPI RIVER COMMISSION: For salaries and traveling expenses of the Mississippi River Commission, and for salaries and traveling expenses of assistant engineers under them, and for office expenses and contingencies, thirty-five thousand dollars.

* * * * *

Approved, October 2, 1888.

Oct. 19, 1888.
Vol. 25, p. 565.

CHAP. 1210.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-eight, and for prior years, and for other purposes.

Deficiency appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the

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appropriations for the fiscal year eighteen hundred and eighty-eight, and for prior years, and for other objects hereinafter stated, namely:

* * * * *

ENGINEER DEPARTMENT.

Engineer Department.

MISSISSIPPI RIVER COMMISSION: Salaries and traveling expenses of the Mississippi River Commission, and for salaries and traveling expenses of assistant engineers, and for office expenses and contingencies, being for the period from April thirtieth, eighteen hundred and eighty-six, to close of the fiscal year ending June thirtieth, eighteen hundred and eighty-eight, and to be at once available, twenty-five thousand dollars.

Mississippi River Commission. Salaries and expenses.

GAUGING THE WATERS OF LOWER MISSISSIPPI AND ITS TRIBUTARIES: Annual expenses of gauging the water of the Mississippi and its tributaries; continuing observations of the rise and fall of the river and its chief tributaries as required by joint resolution of February twenty-first, eighteen hundred and seventy-one, rendered necessary for establishing additional gauges at Fulton, Garland, and Collin's Bluff (mouth of Sulphur River) Arkansas, three thousand six hundred dollars.

Mississippi River. Gauging waters.

Vol. 16, p. 598. *Ante*, p. 189.

To reimburse and pay the Hartford and New York Transportation Company for labor and money expended in removing, in an emergency, obstructions and dredging the Connecticut River [a] in eighteen hundred and eighty-six, under the same rules and inspections as the work on said river had been conducted by the United States engineer officers in charge, two thousand six hundred and six dollars and eighty cents.

Hartford and New York Transportation Co. Payment to.

* * * * *

FOX AND WISCONSIN RIVER IMPROVEMENT.

For payment of judgments and awards recovered against the United States for flowage damages, caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, and reported to Congress by the Attorney-General in Senate Executive Document Number One Hundred and Eighty-one, Fiftieth Congress, first session, namely:

Damages, Fox and Wisconsin rivers improvement.

U. D. Mihills, five hundred and forty dollars;

Northwestern Mutual Life Insurance Company, two thousand and forty-three dollars and forty-five cents;

First National Bank of Madison, two thousand and thirty-nine dollars six cents;

C. H. Benton, one thousand and nineteen dollars and fifty-three cents;

George E. Sutherland, six hundred and twenty-six dollars and eighty-nine cents;

[a] Below Hartford, Conn.

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Loa Kennan, four hundred and fifty-eight dollars and eighty-three cents; in all, six thousand seven hundred and twenty-seven dollars and seventy-six cents.

Payment to Commissioners

To pay the amounts due the several commissioners to ascertain flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, as follows:

To Commissioner William F. S. Root, two hundred and seven dollars;

To Commissioner J. W. Watson, eighty dollars and fifty cents;

To Commissioner Benjamin L. Cornish, two thousand one hundred and eighty-five dollars;

To Commissioner Joseph C. Burdick, two thousand one hundred and eighty-five dollars;

To Commissioner J. Volney Swetting, one thousand eight hundred and sixty-three dollars;

To Commissioner Samuel Vincent, three hundred and twenty-two dollars;

To Commissioner George H. Buckstaff, one thousand seven hundred and forty-eight dollars; in all, eight thousand five hundred and ninety dollars and fifty cents.

* * * * *

Approved, October 19, 1888.

Jan. 30, 1889. Vol. 25, p. 654.

CHAP. 99.—An Act To amend an Act entitled "An Act declaring that certain water reserve lands in the State of Wisconsin are and have been subject to the provisions of the Act of Congress entitled 'An Act granting to railroads the right of way through the public lands of the United States,' approved March third, eighteen hundred and seventy-five," approved September tenth, eighteen hundred and eighty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act declaring that certain water reserve lands in the State of Wisconsin are and have been subject to the provisions of the act of Congress entitled 'An act granting to railroads the right of way through the public lands of the United States,' approved March third, eighteen hundred and seventy-five," approved September tenth, eighteen hundred and eighty-eight, be amended by striking out the words "November twenty-eighth, eighteen hundred and eighty-one," where they occur in said act, and inserting in lieu thereof the words "February twentieth, eighteen hundred and eighty-two."

Water-reserve lands, Wisconsin.

Vol. 18, p. 482. *Ante*, p. 251. Vol. 25, p. 473. *Ante*, p. 532.

Date of proclamation corrected.

Approved, January 30, 1889.

Feb. 14, 1889. Vol. 25, p. 670.

CHAP. 165.—An Act To authorize and empower the Mount Carmel Development Company to draw water from the Wabash River, or its tributaries, in the county of Wabash, and State of Illinois.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assem-

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bled, That the Mount Carmel Development Company, a corporation created and existing under the laws of the State of Illinois be, and the same is hereby, authorized and empowered to construct and operate, during its corporate existence, a hydraulic canal from any point on the Wabash River above the lock and dam now in process of construction at the Grand Rapids of said Wabash River, or from any tributary of said river within the county of Wabash and State of Illinois, to any point on said river within the corporate limits of the city of Mount Carmel, Illinois; and to draw from said Wabash River or tributary thereof such supply of water as may be required for the purposes of such corporation: *Provided*, That such withdrawal be not detrimental to the interests of navigation and be subject to the direction and control of the Secretary of War.

Mount Carmel Development Co. may construct canal from Wabash River, Ill. Vol. 35, p. 815. *Post*, p. 1332.

Proviso. To be controlled by Secretary of War.

Approved, February 14, 1889.

[No. 6.] Joint Resolution Making an appropriation for payment to the legal representatives of James B. Eads.

Feb. 14, 1889. Vol. 25, p. 1335.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That there be, and hereby is, appropriated, out of any money in the Treasury not otherwise appropriated, the sum of five hundred thousand dollars, to enable the Secretary of War to pay to the legal representatives of James B. Eads half the sum of one million dollars retained by the United States under the act of March third, eighteen hundred and seventy-five, to be paid on the expiration of ten years' maintenance of the channel the maximum depth and width as required by said act of March third, eighteen hundred and seventy-five and subsequent acts.

James B. Eads.

Payment to legal representatives.

Vol. 18, p. 465. *Ante*, p. 243.

Approved, February 14, 1889.

CHAP. 362.—An Act To authorize the Union Gas Company to lay conduit pipes across the Ohio River.

Mar. 2, 1889. Vol. 25, p. 791.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of congress is hereby given to the Union Gas Company to lay pipes for conducting natural gas, petroleum, or salt water across the Ohio River at such points as may be deemed necessary, between the mouth of Buck Creek, in Harrison County, Indiana, and the city of Jeffersonville, Indiana, and points opposite thereto in the State of Kentucky, from any point in said

Union Gas Co. May lay pipes across Ohio River, Jeffersonville, Ind., to Louisville, Ky.

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State to the upper boundary of the city of Louisville, Kentucky: *Provided*, That said pipes be laid upon or beneath the bed of the river and in such manner as not to interfere with navigation, and under the supervision of the Secretary of War.

Proviso. Not to obstruct navigation.

Approved, March 2, 1889.

Mar. 2, 1889. Vol. 25, p. 792.

CHAP. 365.—An Act To authorize the city of Lake View, Illinois, to erect a crib in Lake Michigan for waterworks purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby given to the city of Lake View, county of Cook and State of Illinois, to extend a tunnel, or inlet pipes, into Lake Michigan so far as may be deemed necessary to insure a supply of pure water, and to erect a pier or piers and crib in the navigable waters of said lake, for the making, preserving, and working of said aqueducts or pipes or tunnel, the plan and location thereof to be subject to the approval of the Secretary of War; *Provided*, That said city shall furnish and maintain at its own expense such beacon lights or other signals on such piers or crib as the Light House Board shall prescribe.

Lakeview, Chicago, Ill. May erect pier in Lake Michigan for waterworks.

Proviso. Lights, etc.

Approved, March 2, 1889.

Mar. 2, 1889. Vol. 25, p. 905.

CHAP. 410.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, and for prior years, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and eighty-nine; and for prior years, and for other objects hereinafter stated, namely:

Deficiencies appropriations.

* * * * *

Missouri River. Reimbursement for protecting shores at Winthrop, Mo.

To reimburse and pay the sum of twelve thousand four hundred and twelve dollars to each of the following named companies, to-wit: The Chicago and Atchison Bridge Company, the Kansas City, Saint Joseph and Council Bluffs Railroad Company, the Hannibal and Saint Joseph Railroad Company, the Chicago, Rock Island and Pacific Railroad Company, and the Atchison, Topeka and Santa Fe Railroad Company, for moneys

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expended by said companies in the construction of works at Winthrop, Missouri, for the protection of the shores of the Missouri River and necessary to preserve navigation at said point; in all, sixty-two thousand and sixty dollars.

* * * * *

Approved, March 2, 1889.

CHAP. 411.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety, and for other purposes.

Mar. 2, 1889. Vol. 25, p. 939.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated for the objects hereinafter expressed for the fiscal year ending June thirtieth, eighteen hundred and ninety, namely:

Sundry civil expenses appropriations.

* * * * *

HARBOR OF NEW YORK: For expenses in preventing obstructive and injurious deposits in the harbor and adjacent waters of New York City, including sixty thousand dollars for the purchase or construction of a vessel, ninety four thousand and seventy dollars.

New York Harbor. Preventing obstructions, etc.

* * * * *

SURVEYS FOR DEEP-WATER HARBOR, GULF OF MEXICO: The Secretary of War is hereby authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to make a careful and critical examination of the northwest coast of the Gulf of Mexico, west of ninety three degrees and thirty minutes west longitude, and report as to the most eligible point or points for a deep harbor, to be of ample depth, width, and capacity to accommodate the largest ocean-going vessels and the commercial and naval necessities of the country, which can be secured and maintained in the shortest time and at the least cost: *Provided*, That this action shall not be construed to imply a cessation of work on other points on the Gulf coast, the improvement of which is deemed necessary for commercial or naval purposes. And the board of engineers shall report the result of its investigations to the Secretary of War as soon as practicable[a].

Gulf of Mexico. Survey for a deep-water harbor.

Proviso. Other work not to cease.

To pay the expenses of said board, two thousand dollars, or so much thereof as may be necessary.

Expenses.

* * * * *

Approved, March 2, 1889.

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[a] The Board deemed Galveston Harbor the most eligible point for the deep-water harbor.

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Dec. 21, 1889.
Vol. 26, p. 668.

[No. 4.] Joint Resolution For removing damages caused by floods in Sacramento and Feather rivers.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the balances unexpended of the appropriations for improving Sacramento and Feather rivers, California, acts of August second, eighteen hundred and eighty-two, July fifth, eighteen hundred and eighty-four, August fifth, eighteen hundred and eighty-six; and August eleventh, eighteen hundred and eighty-eight, not exceeding one hundred and ten thousand four hundred and forty-nine dollars and sixty-seven cents, in all, are hereby made immediately available for expenditure in improving navigation by repairing the damages caused by floods in the Sacramento and Feather rivers, subject only to the restrictions contained in Sec. 3., of the River and Harbor act which became a law August eleventh, eighteen hundred and eighty-eight.

Sacramento and Feather rivers, Cal.
Balances available for repairing flood damages.
Vols. 22, p 205; 23, p. 148; 24, p. 326; 25, p. 422.
Ante, pp. 318, 409, 457, 514.

Restrictions.
Vol. 25, p. 428.
Ante, p. 515.

Approved, December 21, 1889.

Feb. 22, 1890.
Vol. 26, p. 669.

[No. 11.] Joint Resolution For the removal of obstructions to navigation in the Missouri River and extension of jetty work at the mouth of Columbia River, Oregon.

Preamble.
Vol. 25, pp. 422, 423.
Ante, pp. 513, 514.

Whereas the amounts appropriated by Congress in the act of eighteen hundred and eighty-eight, for the improvement of rivers and harbors, for the removal of snags and other obstructions from the Missouri River and the Columbia River, to be expended under the control of the Missouri River Commission, and of the Chief of Engineers of the War Department, have been in each case exhausted, and there being no funds remaining available, for the purposes aforesaid, and

Whereas, it is important to the navigation of said rivers, that certain snags and obstructions be removed at once, to the end that navigation may not be suspended by reason of said obstructions, therefore

Missouri River.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of seventy-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury, not otherwise appropriated, which shall be expended under the supervision and direction of the Missouri River Commission, in the removal of snags and other obstructions to the navigation of said river, between St. Joseph, Missouri, and the mouth of said river; and the like sum of seventy-five thousand dollars is hereby appropriated, out of any money in the Treasury not otherwise appropriated, to be expended under the supervision and direction of the Secretary of War, for continuation of the jetty work at the mouth of the Columbia River in Oregon, said work

Appropriation for removal of snags, etc.

Columbia River, Oreg.

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to be commenced so soon as the rivers aforesaid, and their freedom from ice will permit, and to be continued until completed, and said sum of one hundred and fifty thousand dollars is hereby made immediately available for the purposes aforesaid.

Appropriation for jetty work.

Approved, February 22, 1890.

CHAP. 36.—An Act Making an appropriation for the removal of a dangerous obstruction to the entrance of the harbor at Milwaukee, Wisconsin.

Mar. 17, 1890. Vol. 26, p. 22.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of six thousand one hundred dollars, or so much thereof as may be necessary, for the purpose of removing the sand-bars formed at the entrance or mouth of the harbor at Milwaukee, Wisconsin, and to make the same free and easy of access or passage by boats arriving at or departing from such port.

Milwaukee Harbor, Wis. Removal of sand bars, etc. Appropriation.

Approved, March 17, 1890.

[No. 13.] Joint Resolution For the relief of sufferers in the Mississippi Valley.

Apr. 3, 1890. Vol. 26, p. 670.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the Mississippi River Commission be, and he is hereby authorized, out of money heretofore appropriated for the improvement of the Mississippi River, to purchase or hire such boats as may be immediately necessary to rescue inhabitants in the overflowed districts of the Mississippi River Valley, and to use said boats for the purpose named.

Mississippi River Commission. To use part of appropriation for boats to relieve distress in Mississippi Valley.

Approved, April 3, 1890.

CHAP. 63.—An Act To provide for certain of the most urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety, and for other purposes.

Apr. 4, 1890. Vol. 26, p. 34.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appro-

Urgent deficiencies appropriations, 1890.

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priated, for the objects hereinafter expressed, for the service of the fiscal year eighteen hundred and ninety, and prior years, namely:

* * * * *

Pier in Delaware Bay.

CONSTRUCTING PIER IN DELAWARE BAY, NEAR LEWES, DELAWARE: For repairs, ten thousand dollars.

* * * * *

Approved, April 4, 1890.

May 12, 1890. Vol. 26, p. 105.

CHAP. 201.—An Act For improving Aransas Pass.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Aransas Pass Harbor Company, a corporation duly chartered under the laws of the State of Texas, and their associates, assigns, successors, and representatives be, and they are hereby, authorized on the conditions hereinafter mentioned, to construct, own, and operate such permanent and sufficient jetties and breakwaters and such auxiliary works as are necessary to create and permanently maintain, as hereinafter set forth, a navigable channel across the outer bar, which obstructs the entrance to Aransas Pass Harbor, on the coast of the Gulf of Mexico, in the State of Texas, and so far into the bays and navigable waters as may be necessary to reach a place that will afford ample dockage and protection from storms, swells, cyclones, and tidal waves for the purpose of furnishing the vessels and boats adapted to the purpose, facilities for navigation in and along the entire length of said channel, and for that purpose they may construct in the Gulf of Mexico and in and across the bays and navigable waters adjacent thereto such walls, jetties, dikes, levees, and other structures, and employ such boats, rafts, bridges, and appliances, as they may in the prosecution of said work deem necessary: *Provided*, That no such structure or means employed shall hinder, delay, or interfere with the free navigation in said channel, harbor, bays, or navigable waters; and to protect their said works they may build and maintain such levees, embankments, walls, or riprap as may be necessary to secure their permanency along the banks or shores of Mustang, Saint Joseph, and Harbor Islands as the United States is authorized to grant, and to utilize such works as the Government has already constructed, and will hold the United States harmless from any damage that may accrue to any person or persons by the construction of said walls, jetties, dikes, levees, and other works constructed thereunder: *Provided further*, That unless the construction of the proposed work shall be commenced within one year from date of the approval of this act and be diligently prosecuted by the expenditure of at least three hundred thousand dollars per annum

Aransas Pass Harbor Company may jetty, etc., Aransas Pass, Tex.

Jetties, breakwaters, and auxiliary works.

Navigable channel on outer bar, Aransas Pass Harbor, etc.

Aids to navigation.

Structures, appliances, etc.

Provisos.

Unobstructed navigation, etc.

Protection of works, etc.

Mustang, St. Joseph, and Harbor islands.

Use of Government works.

Damage.

Commencement and completion.

Minimum annual expenditures.

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thereafter in the prosecution thereof until twenty feet depth of water over the outer bar is obtained, the grant of privileges herein shall be forfeited; and unless the said company, their associates, assigns, successors, or legal representatives, shall secure a navigable depth over said outer bar of fifteen feet of water within three years after the date of the approval of this act, and a navigable depth of twenty feet of water over said bar within five years from said date, then Congress may revoke the privileges herein granted in relation to said improvements.

Periodic navigable depths. Vols. 28, p. 26; 29, p. 3; 30, pp. 51, 1128. *Post*, pp. 671, 736, 816, 855.

Revocation.

SEC. 2. That at any time after said improvements and auxiliary works have been completed as herein provided, and said depth of twenty feet has been obtained, the United States shall have the right to pay the said company, or their assigns, successors, or legal representatives, the value of the works constructed under this act or under or by virtue of any authority granted by the State of Texas, and on such payment being made by the United States all rights to said work on the part of said parties shall cease, but nothing in this act shall be construed as compelling the Government to take possession of and pay for said works unless so desired. Nothing within the provisions of this act shall be construed as authorizing the said company to charge or collect tolls or tonnage upon boats or vessels navigating said channel and the navigation of the same shall be free.

United States may purchase completed works.

Purchase not compulsory.

No tolls or tonnage.

Free navigation.

Approved, May 12, 1890.

CHAP. 436.—An Act Authorizing and directing the Secretary of War to establish new harbor-lines in Portage Lake, Houghton County, Michigan.

June 20, 1890. Vol. 26, p. 163.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized and directed as speedily as the same can be done, to establish new harbor-lines in Portage Lake, Houghton County, Michigan, and that on each side of said Portage Lake between the shore and its corresponding harbor-line established as aforesaid, riparian owners may place and discharge, behind substantial bulkheads previously constructed along said harbor-lines, where such discharge may be made, the refuse, debris, tailings, or product of stamp mills.

Portage Lake, Mich. Secretary of War to establish new harbor lines in. Vol. 24, p. 325. *Ante*, p. 455. Vol. 26, p. 435. *Post*, p. 557. Riparian owners may dump tailings, etc., within.

SEC. 2. That all laws, and parts of laws in conflict with this act, are repealed. This act shall be in force from its passage.

Repeal. Operation.

Approved, June 20, 1890.

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June 20, 1890. Vol. 26, p. 169.

CHAP. 438.—An Act To authorize the President of the United States to cause certain lands heretofore withdrawn from market for reservoir purposes to be restored to the public domain subject to entry under the homestead law with certain restrictions.

Certain reserved reservoir lands, at headwaters of Mississippi, St. Croix, Chippewa, and Wisconsin rivers, in Minn. and Wis., restored to public domain, etc.

Description.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby restored to the public domain all the lands described in certain proclamations of the President of the United States, dated March twenty-second, eighteen hundred and eighty, Executive Document Numbered Eight hundred and fifty-nine; also, April fifth, eighteen hundred and eighty-one, Executive Document Numbered Eight hundred and sixty-eight; also, February twentieth, eighteen hundred and eighty-two, Executive Document Numbered Eight hundred and seventy-four, withdrawing and withholding certain lands from market or entry and reserving the same to aid in the construction of certain reservoirs to be built at the headwaters of the Mississippi and Saint Croix Rivers, in the States of Minnesota and Wisconsin, and of the Chippewa and Wisconsin Rivers, in the State of Wisconsin; and that these lands, when so restored, shall be subject to homestead entry, only.

For homestead entry only.

Title of prior purchasers may be confirmed.

SEC. 2. That in all cases where any of the lands restored to the public domain by the first section of this act have heretofore been sold or disposed of by the proper officers of the United States under color of the public land laws, and the consideration received therefor is still retained by the Government, the title of the purchasers may be confirmed, if in the opinion of the Secretary of the Interior justice requires it; but all the lands by said first section restored shall at all times remain subject to the right of the United States to construct and maintain dams for the purpose of creating reservoirs in aid of navigation; and no claim or right to compensation shall accrue from the overflowing of said lands on account of the construction and maintenance of such dams and reservoirs.

Restored lands subject to right of United States to construct dams, etc.

No compensation for resulting overflow.

Prior settlement prohibited, etc.

SEC. 3. That no rights of any kind shall attach by reason of settlement or squatting upon any of the lands hereinbefore described before the day on which such lands shall be subject to homestead entry at the several land offices, and until said lands are opened for settlement no person shall enter upon and occupy the same, and any person violating this provision shall never be permitted to enter any of said lands or acquire any title thereto. This act shall take effect six months after its approval by the President of the United States.

Penalty for violation.

Operation.

Approved, June 20, 1890.

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Chap. 837.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, and for other purposes.

Aug. 30, 1890. Vol. 26, p. 371.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, namely:

Sundry civil expenses appropriations.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City.

New York Harbor. Injurious, etc., deposits.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Steamer *Argus*; pay of crew, etc.

For pay of crew and maintenance of new vessels to be purchased or constructed, ten thousand dollars;

New vessels; pay of crew, etc.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars; in all, thirty-three thousand dollars.

Pay of inspectors, etc.

* * * * *

Approved, August 30, 1890.

CHAP. 907.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Sept. 19, 1890. Vol. 26, p. 426.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War, for the construction, completion, repair, and preservation of the public works hereinafter named:

River and harbor appropriations.

Harbors.

Improving harbor at Rockland, Maine: Continuing improvement, thirty-seven thousand five hundred dollars.

Rockland, Me.

Improving harbor at York, Maine: Continuing improvement, ten thousand dollars.

York, Me.

For the construction of a breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, fifty thousand dollars.

Mount Desert breakwater, Me.

Improving harbor at Portland, Maine: Continuing improvement, forty thousand dollars.

Portland, Me.

Improving harbor at Camden, Maine: Continuing improvement, six thousand dollars.

Camden, Me.

Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty-five thousand dollars.

Back Cove, Portland, Me.

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Rockport, Me.

Improving harbor at Rockport, Maine: Completing improvement, five thousand dollars.

Moosabec bar, Me.

Improving Moose-a-bec Bar, Maine: Continuing improvement, fifteen thousand dollars.

Belfast, Me.

Improving harbor at Belfast, Maine: Ten thousand dollars.

Portsmouth, N. H.

Improving Portsmouth Harbor, New Hampshire, by removing Pier Rock to depth of twelve feet at mean low water: To complete improvement, thirteen thousand dollars.

Little Harbor, N. H.

Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, forty thousand dollars.

Burlington, Vt.

Improving harbor at Burlington, Vermont: For repairs, twenty thousand dollars.

Gordons Landing, Vt.

Improving harbor at Gordon's Landing, Lake Champlain, Vermont: To complete breakwater, six thousand dollars.

Boston, Mass.

Improving harbor at Boston, Massachusetts: Continuing improvement, one hundred and forty-five thousand dollars, of which sum seven thousand dollars to be used in widening Nantasket Beach Channel; twenty-five thousand dollars in extending main ship channel from its termination at the southeast corner of Grand Junction Wharf eastwardly toward Jeffrey's Point, and twenty thousand dollars for continuing improvement of Charles River: *Provided*, That no expenditure, of said twenty thousand dollars shall be made until the draws in the Arsenal street and Market street bridges, shall be made to conform to the projected channel without cost to the United States.

Proviso.

Arsenal and Market streets bridge draws.

Lynn, Mass.

Improving harbor at Lynn, Massachusetts: Continuing improvement, fifteen thousand dollars, and the engineers in charge shall expend the whole or part of this appropriation, at their discretion within the lines of the Harbor Commissioners.

Nantucket, Mass.

Improving harbor at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Newburyport, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Plymouth, Mass.

Improving harbor at Plymouth, Massachusetts: Continuing improvement and repairs of work on Long Beach, eight thousand dollars.

Provincetown, Mass.

Improving harbor at Provincetown, Massachusetts: Completing existing project, seven thousand five hundred dollars.

Scituate, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Gloucester, Mass.

Improving harbor, at Gloucester, Massachusetts: Continuing improvement, fifteen thousand dollars.

Wareham, Mass.

Improving harbor at Wareham, Massachusetts: Continuing improvement, five thousand dollars.

New Bedford, Mass.

Improving harbor at New Bedford, Massachusetts: Continuing improvement, ten thousand dollars.

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Improving harbor at Hingham, Massachusetts: Continuing improvement, five thousand dollars. Hingham, Mass.

Improving harbor at Winthrop, Massachusetts: Continuing improvement, five thousand dollars. Winthrop, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, eight thousand dollars. Hyannis, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, ten thousand dollars. Vineyard Haven, Mass.

Improving harbor at Wellfleet, Massachusetts: Continuing improvement, four thousand dollars. Wellfleet, Mass.

Improving national harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars. Sandy Bay, Mass.

Improving harbor at Manchester, Massachusetts: Continuing improvement, five thousand dollars. Manchester, Mass.

Improving Martha's Vineyard inner harbor at Edgartown, Massachusetts, for dredging, two thousand dollars. Marthas Vineyard, Mass.

Improving Salem Harbor, including South River, Massachusetts, fourteen thousand dollars. Salem, Mass.

Improving Stage Harbor at Chatham, Massachusetts, five thousand dollars. Stage Harbor, Mass.

Improving Westport Harbor and East and West Branch of Westport River, Massachusetts, one thousand dollars, to be applied in extending the jetty on Horse Neck Point and to dredging in Westport Harbor. Westport, Mass.

Improving harbor at Block Island, Rhode Island: Continuing improvement, fifteen thousand dollars; and the wharf on the land side of the inner harbor is hereby conveyed to the town of New Shoreham for the public use of said town; but no tolls or charges shall ever be exacted for the use of said wharf by public vessels of the United States or freight carried in such vessels. Block Island, R. I. Conveyance to New Shoreham of wharf. Wharf tolls, etc.

Improving harbor at Newport, Rhode Island: Continuing improvement, twelve thousand five hundred dollars. Newport, R. I.

Improving harbor at Greenwich Bay, Rhode Island: To complete, two thousand dollars. Greenwich Bay, R. I.

Improving cove near southeast extremity of Coaster's Harbor Island, Rhode Island, and water-way between said island and Rhode Island, to complete, five thousand five hundred dollars. Coaster Harbor Island, R. I.

Constructing national harbor of refuge at or near Point Judith, Rhode Island: Commencing construction, seventy-five thousand dollars. Point Judith, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, twenty thousand dollars, of which fifteen thousand dollars shall be expended in constructing breakwater between the Tongue and inner beacon, and five thousand dollars to complete improvement above the bridge. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars. Black Rock, Conn.

Constructing breakwaters at New Haven, Connecticut, in accordance with the plans submitted by Chief of Engineers in report for eighteen hundred and eighty- New Haven, Conn.

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nine, page six hundred and seventy-eight: Continuing improvement, one hundred and twenty thousand dollars.

Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.

Norwalk, Conn.

Improving harbor at Norwalk, Connecticut: Completing improvement, four thousand dollars.

Wilsons Point, Conn.

Improving harbor at Wilson's Point, Connecticut: For widening and deepening channel, thirty thousand dollars.

Stonington, Conn.

Improving harbor at Stonington, Connecticut: Continuing improvement, twelve thousand five hundred dollars.

Stamford, Conn.

Improving harbor at Stamford, Connecticut: Completing improvement, five thousand dollars.

Fivemile River, Conn.

Improving harbor at Five Mile River, Connecticut: Continuing improvement, five thousand dollars.

Milford, Conn.

Improving harbor at Milford, Connecticut: Completing improvement, two thousand five hundred dollars.

Duck Island, Conn.

Improving harbor of refuge, Duck Island Harbor, on Long Island Sound, Connecticut: twenty-five thousand dollars.

Clinton, Conn.

Improving harbor at Clinton, Connecticut: Continuing improvement, three thousand five hundred dollars.

Buffalo, N. Y.

Improving harbor at Buffalo, New York: Continuing improvement, three hundred thousand dollars, for continuance of concrete construction and repairs and extension of breakwater.

Rouse Point, N. Y.

Improving breakwater at Rouse's Point, New York: Continuing improvement, fifteen thousand dollars.

Canarsie Bay, N. Y.

Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.

Charlotte, N. Y.

Improving harbor at Charlotte, New York: Continuing improvement, twenty-five thousand dollars.

Dunkirk, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.

Flushing Bay, N. Y.

Improving harbor at Flushing Bay, New York: Continuing improvement, twenty thousand dollars.

Gowanus Bay, N. Y.

Improving channel at Gowanus Bay, New York: Continuing improvement, by deepening to twenty-one feet mean low water and widening the channel to four hundred feet on the northerly side from the foot of Percival street, along the wharves to the twenty-three foot curve, opposite the entrance to the Erie Basin, sixty thousand dollars.

Improving Bay Ridge Channel in Gowanus Bay, New York Harbor, by dredging out and opening the same from a point at its junction with the Gowanus Creek Channel (near Twenty-eighth street), southerly therefrom along and in front of Gowanus Bay and Bay Ridge to a point where the said Bay Ridge Channel so to be opened encounters a twenty-one foot contour or depth of water, so that the channel so to be opened shall be of a uniform depth of twenty-one feet and width of

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four hundred feet at low water, one hundred thousand dollars.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, ten thousand dollars. Great Sodus Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, thirteen thousand dollars. Little Sodus Bay, N. Y.

Improving harbor at Greenport, New York: Continuing improvement, five thousand dollars. Greenport, N. Y.

Improving harbor at Oak Orchard, New York: Continuing improvement, five thousand dollars. Oak Orchard, N. Y.

Improving harbor at Ogdensburgh, New York: Continuing improvement, forty-two thousand dollars, including new project. Ogdensburg, N. Y.

Improving harbor at Olcott, New York: Continuing improvement, thirty thousand dollars: Olcott, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, thirty thousand dollars. Oswego, N. Y.

Improving harbor at Rondout, New York: Repairing existing works, five thousand dollars. Rondout, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, seventy-five thousand dollars. Tonawanda, N. Y.

Improving New York Harbor, New York: Completing improvement, one hundred and sixty thousand dollars. New York, N. Y.

Improving harbor at Saugerties, New York: Continuing improvement, ten thousand dollars. Saugerties, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars. Port Chester, N. Y.

Improving harbor at Glen Cove, New York: Continuing improvement, fifteen thousand dollars. Glen Cove, N. Y.

Improving harbor at Pultneyville, New York, two thousand dollars. Pultneyville, N. Y.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars. Staten Island channel, N. Y. and N. J.

Improving Arthur Kill, between Staten Island and the New Jersey shore, New York and New Jersey: Dredging and straightening channel near Staten Island Bridge, and removing the point of land westerly of same, seven thousand dollars. Arthur Kill, N. Y. and N. J.

Improving harbor at Port Jefferson Inlet on the project to give a channel ten feet deep and two hundred feet wide, twenty-five thousand dollars. Port Jefferson Inlet, N. Y.

Improving harbor at Plattsburgh, New York: For repairs and extension of breakwater, to complete, thirty-two thousand five hundred dollars. Plattsburg, N. Y.

Improving harbor at Larchmont, on Long Island Sound, New York: five thousand dollars. Larchmont, N. Y.

Improving harbor at Huntington, Long Island, New York, ten thousand dollars. Huntington, N. Y.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half Raritan Bay, N. J.

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of which may be used in dredging bar between South Amboy and Great Beds Light.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, forty thousand dollars.

Philadelphia, Pa. and N. J.

Improving the harbor of Philadelphia: For removal of Smith's Island and Windmill Island, in the State of Pennsylvania, and Petty's Island, in the State of New Jersey, or such parts of them and the shoals adjacent thereto as may be required, and for the improvement of the harbor between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, two hundred thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for the work required for the improvement of the Deleware River between the cities of Philadelphia, Pennsylvania, and Camden, New Jersey, according to the plan reported by the Board of Engineers and transmitted to Congress April seventh, eighteen hundred and eighty-eight, and printed as House Executive Document two hundred and sixty, Fiftieth Congress, first session, or such modifications thereof as may be determined upon by the Secretary of War: *Provided*, That the cost of the improvement shall not be thereby increased, to be paid for as appropriations may from time to time be made by law.

Provisos.

Delaware River contracts.

Limit of cost, etc.

Marcushook, Pa.

Improving ice-harbor at Marcus Hook, Pennsylvania: Continuing improvement, five thousand dollars.

Delaware Breakwater, Del.

Improving Delaware Breakwater, Delaware: Continuing improvement, eighty thousand dollars.

Newcastle, Del.

Improving ice-harbor at New Castle, Delaware: Completing improvement, eight thousand one hundred dollars.

Wilmington, Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, thirty thousand dollars.

Commission to report on permanent improvement.

The Secretary of War is directed to appoint a commission of three persons, one of whom shall be a civil engineer of experience in the improvement of rivers and harbors, who shall proceed to make an accurate survey of the tidal streams which form the harbor of Wilmington, Delaware, making all necessary observations to obtain all the data required for a plan for the permanent improvement of the harbor to suit the present and prospective wants of commerce and navigation; and that said commissioners shall, as soon as possible, make to the Secretary of War a report, submitting with it a plan for the improvement of said harbor.

Baltimore, Md.

Improving harbor at Baltimore, Maryland: Continuing improvement, three hundred and forty thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for the completion of the existing project, or any part of same, to be paid for as appropriations may from time to time be made by law.

Proviso. Contracts.

Breton Bay, Md.

Improving harbor at Breton Bay, Maryland: Continuing improvement, five thousand dollars.

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Improving harbor at Cambridge, Maryland: Continuing improvement, five thousand dollars. Cambridge, Md.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred and fifty thousand dollars, fifty thousand dollars of which shall be expended in improving the approach to the inner harbor and the United States navy-yard at Norfolk, by increasing anchorage between Lambert's Point and Fort Norfolk. Norfolk, Va.

Improving harbor at Cape Charles City and approaches by Chenton Inlet, Virginia: Twenty-five thousand dollars, for dredging only. Cape Charles City, Va.

Improving harbor at Onancock, Virginia, six thousand dollars. Onancock, Va.

Improving harbor at Beaufort, North Carolina: Continuing improvement, fifteen thousand dollars. Beaufort, N. C.

Improving the inland water-way between Beaufort and New River, North Carolina: Continuing improvement, fifteen thousand dollars. Waterway, Beaufort to New River, N. C.

Improving harbor at Charleston, including Sullivan's Island, South Carolina: Continuing improvement, three hundred and seventy thousand dollars, of which five thousand dollars shall be expended on Mount Pleasant shore of inner harbor of Charleston, South Carolina. Charleston, S. C.

Improving harbor at Georgetown, South Carolina: Continuing improvement, eight thousand dollars. Georgetown, S. C.

Improving Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars. Winyah Bay, S. C.

Improving harbor at Brunswick, Georgia: Continuing improvement, thirty-five thousand dollars. Brunswick, Ga.

Improving Cumberland Sound, Georgia and Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars. Cumberland Sound, Ga. and Fla.

Improving harbor at Savannah, Georgia: Continuing improvement on extended project, three hundred and fifty thousand dollars. Savannah, Ga.

Improving harbor at Darien, Georgia: twenty-five thousand dollars. Darien, Ga.

Improving harbor at Apalachicola Bay and the mouth of the river, Florida: Continuing improvement, twenty thousand dollars. Apalachicola Bay, Fla.

Improving harbor at Cedar Keys, Florida: Continuing improvement, two thousand five hundred dollars, a part of which may be expended at Derrick Island Gap on the inside channel from Suwanee River. Cedar Keys, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, twenty-five thousand dollars. Pensacola, Fla.

Improving harbor at Tampa Bay, Florida: Continuing improvement, twenty-five thousand dollars. Tampa Bay, Fla.

Improving entrance to harbor at Key West, Florida, forty thousand dollars. Key West, Fla.

Improving, dredging, and deepening the channel of Charlotte Harbor and Pease Creek, Florida, to the pier at Punta Gorda, the terminus of the Florida Southern Railroad, thirty-five thousand dollars. Charlotte Harbor, Fla.

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St. Augustine, Fla.

Improving harbor at Saint Augustine, Florida: To complete protection from erosion, according to the estimate of Captain W. M. Black under date of May twenty-fourth, eighteen hundred and ninety, twenty thousand dollars.

Mobile, Ala.

Improving harbor at Mobile, Alabama, up to the mouth of Chickasabogue Creek: Continuing improvement, three hundred and fifty thousand dollars.

Biloxi, Miss.

Improving harbor at Biloxi, Mississippi: Continuing improvement, nine thousand dollars.

Calcasieu River, La.

Improving mouth and passes of Calcasieu River, Louisiana, according to the plan reported by Major W. H. Heuer Corps of Engineers, in eighteen hundred and eighty-six, and confirmed by Captain W. L. Fisk, Corps of Engineers, in his report of November, eighteen hundred and eighty-eight, seventy-five thousand dollars.

Sabine Pass, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, three hundred thousand dollars, and of this amount the Secretary of War may, in his discretion, use fifty thousand dollars, or so much of said fifty thousand dollars as may be necessary, for dredging.

Galveston, Tex., ship channel.

Improving and maintaining ship-channel in Galveston Bay, Texas, from Bolivar Channel through Morgan's Cut and Morgan's Channel constructed through Morgan's Point to the San Jacinto River, forty thousand dollars.

Galveston, Tex.

Improving entrance to Galveston Harbor, Texas: Continuing improvement, five hundred thousand dollars:

Proviso. Contracts.

Provided, That contracts may be entered into by the Secretary of War for such materials and works as may be necessary to carry out the plan contained in the report of the Chief of Engineers for eighteen hundred and eighty-six for the improvement of that harbor, to be paid for as appropriations may from time to time be made by law.

Ashtabula, Ohio.

Improving harbor at Ahstabula, Ohio: Continuing improvement, forty thousand dollars.

Black River (Lorain), Ohio.

Improving harbor at mouth of Black River, Ohio: Continuing improvement, twelve thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, seventy-five thousand dollars.

Fairport, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, thirty thousand dollars, of which eight thousand seven hundred dollars may in the discretion of the Secretary of War be expended in dredging and deepening the channel of Grand River from its mouth to the new docks on the west side of the same.

The owners of dock property abutting on the East Government pier on Grand River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies north of the inner shore-line represented on map in the report of the Chief of Engineers of eighteen hundred and eighty-one, on prepayment of such rent therefor and under such limitations as to time and use and such other conditions of such right as shall be

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prescribed by the Secretary of War and always revocable by him, or by Congress.

Improving harbor at Huron, Ohio: Continuing improvement, in amended project to give sixteen feet depth at low water, sixteen thousand dollars. The owners of dock property abutting on the old Government pier on the east side of Huron River shall have the right to load and unload coal, ore, and other freight over so much of said pier as lies south of the shore line of Lake Erie, under such limitations as to time and use as shall be approved by the Secretary of War said right to be always revocable by him or Congress and in consideration thereof the owners of such dock property shall, at their own proper cost and expense, sufficiently repair, renew, and protect the portion of said pier south of said shore line, and do all necessary dredging in Huron River in front thereof; all such repairs, renewals, and dredging to be done under the supervision of the Chief of Engineers of the United States Army. Huron, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, forty-five thousand dollars. Sandusky, Ohio.

Improving harbor at Toledo, Ohio: Continuing improvement, two hundred thousand dollars. Toledo, Ohio.

Improving harbor at Toledo, Ohio: For clearing the old channel, five thousand dollars.

For ice-harbor at the mouth of Muskingum River, Ohio: For repairs, thirty thousand dollars. Muskingum, River, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, three thousand dollars. Port Clinton, Ohio.

Improving harbor at Vermillion, Ohio: For preservation of piers, two thousand dollars. Vermillion, Ohio.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, fifty thousand dollars. Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Continuing improvement, seven thousand five hundred dollars, of which two thousand five hundred dollars may be expended for a new dump-scow.

Improving harbor at Calumet, Illinois: Continuing improvement, twenty thousand dollars. Calumet, Ill.

Improving harbor at Chicago, Illinois: Continuing improvement, one hundred thousand dollars. Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, thirty-five thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, nine thousand dollars. Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement, ten thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, seventy-five thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, fifty thousand dollars. Grand Marais, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement, fifty thousand dollars. Manistee, Mich.

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Black Lake (Holland), Mich.

Improving harbor at Black Lake, Michigan: Continuing improvement, ten thousand dollars.

Monroe, Mich.

Improving harbor at Monroe, Michigan: Continuing improvement, five thousand dollars.

Muskegon, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, fifty thousand dollars, thirty-four thousand dollars of which to close gap as recommended by engineer in charge.

Ontonagon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, ten thousand dollars.

Pentwater, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, eight thousand dollars.

Portage Lake, Mich.

Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, eight thousand dollars.

Sandbeach (Harbor Beach), Mich.

Improving harbor of refuge at Sand Beach, Michigan: For repairs, custody, and control of harbor and dredging the same, thirty thousand dollars.

St. Joseph, Mich.

Improving harbor at Saint Joseph, Michigan: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be expended on the water channel leading to Benton Harbor.

South Haven, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, fifteen thousand dollars.

White River (Lake), Mich.

Improving harbor at White River, Michigan: Continuing improvement, seventeen thousand dollars.

Marquette, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, forty thousand dollars.

Thunder Bay (Alpena), Mich.

Improving harbor at Thunder Bay, Michigan: To restore fourteen-foot channel, five thousand five hundred dollars.

Petoskey, Mich.

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Improving harbor at Petoskey, Michigan: For breakwater and harbor of refuge, fifteen thousand dollars.

Ahnapee, Wis.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, six thousand dollars.

Green Bay, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, ten thousand dollars.

Kenosha, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars, two thousand five hundred dollars of the above appropriation to be expended in dredging the inner harbor.

Kewaunee, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.

Manitowoc, Wis.

Improving harbor at Manitowoc, Wisconsin: Completing improvement, eight thousand dollars; and the engineer in charge, with the approval of the Secretary of War, may use such part of the above appropriation in the construction of an outer breakwater as he may deem proper.

Milwaukee, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, eighty thousand dollars.

Improving harbor at Milwaukee, Wisconsin: Continuing improvement, six thousand dollars.

Port Washington, Wis.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, three thousand dollars.

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Improving harbor at Racine, Wisconsin: Continuing improvement, seventeen thousand five hundred dollars. Racine, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, sixty-five thousand dollars. Superior and St. Louis bays, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, fifteen thousand dollars. Sheboygan, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement, sixty thousand dollars. Ashland, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars. Two Rivers, Wis.

Improving Sturgeon Bay Canal harbor of refuge: For maintenance of channel and piers, three thousand dollars. Sturgeon Bay Canal.

Improving Minnesota Point at Superior, Wisconsin: For the preservation of said point and the protection of the harbor at Superior Bay by the construction of sand fences, four thousand eight hundred and ninety-five dollars. Minnesota Point, Wis.

Improving harbor at Duluth, Minnesota: Continuing improvement, one hundred thousand dollars, of which sum forty thousand dollars shall be expended on the harbor basin and new channel east of Rice's Point and in the preservation and maintenance of the canal and piers at the harbor entrance, and sixty thousand dollars shall be expended on the channel west of Rice's Point and from thence along the northern shore of Saint Louis Bay to Grassy Point. Duluth, Minn.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, twenty-two thousand three hundred and fifty dollars. Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, twenty-five thousand dollars. Agate Bay, Minn.

Improving harbor at Humboldt, California: Continuing improvement, eighty thousand dollars. Humboldt, Cal.

Improving harbor at Oakland, California: Continuing improvement, two hundred and fifty thousand dollars, one half of which may, in the discretion of the Secretary of War, be expended in dredging the entrance to the harbor. Oakland, Cal.

Improving harbor at Wilmington, California: Continuing improvement, thirty-four thousand dollars. Wilmington, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars. San Luis Obispo, Cal.

Improving harbor at San Diego, California, sixty thousand five hundred dollars, of which sum five hundred dollars shall be expended for repairs, eight thousand dollars for dredging, and the remainder to commence construction of jetty on Zuninga Shoals. San Diego, Cal.

That the Secretary of War is authorized and directed to appoint a board of three engineer officers of the United States Army, whose duty it shall be to examine the Pacific Coast between Points Duma [Dume] and Capistrano with a view to determining the best location for a Location, etc., of deep-water harbor, between points Dume and Capistrano, Pacific coast.

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Report, etc.

deep-water harbor. The said board shall report to the Secretary of War a project for said harbor, with the estimated cost of the same, who shall lay said report before Congress at its next session, with the views of the commission and of the Chief of Engineers of the United States Army thereon; and the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated for the purpose.

Coos Bay, Oreg.

Improving entrance to harbor at Coos Bay, Oregon: Continuing improvement, one hundred and twenty-five thousand dollars.

Yaquina Bay, Oreg.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, one hundred and sixty-five thousand dollars.

Tillamook Bay, Oreg.

Improving harbor at Tillamook Bay, Oregon: Completing improvement, five hundred dollars.

Nehalem Bay, Oreg.

Improving entrance to harbor at Nehalem Bay, Oregon, ten thousand dollars for commencement of jetty construction.

Board to report on reduced project, etc., for harbor of refuge at Port Orford, Oreg.

The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it shall be to re-examine the harbor at Port Orford, in the State of Oregon, with a view of minimizing the project and estimates of the proposed improvement for a harbor of refuge at that point to such proportions as will largely reduce the original estimate of the cost of such improvement heretofore made under the direction of the Secretary of War in pursuance of the previous action of Congress, and to report to the Secretary of War, on or before the first Monday of December next, the result of such re-examination, together with the reduced estimate of the cost of such improvement, in the event that such board shall determine that the same can be made on a less expensive scale than originally recommended, and the cost of such re-examination and re-estimate shall be paid by the Secretary of War out of the one hundred and fifty thousand dollars heretofore appropriated for the commencement of a breakwater at such point: *Provided, however*, That such expense shall not exceed the sum of five thousand dollars.

Proviso.

Limit of cost.

Purchase of Portage Lake and River Improvement Co. Canal and Lake Superior Ship Canal, Railway, and Iron Co. Canal, etc., Mich.

For the purchase of the two canals known as the Portage Lake and River Improvement Company Canal, from Keweenaw Bay to Portage Lake, and the Lake Superior Ship-Canal, Railway, and Iron Company Canal, from Portage Lake to Lake Superior, being the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, by way of the Portage River and Lake and the artificial cut made by said companies to render them available to commerce and navigation, together with the works of improvement on Portage Lake; the harbor works upon Lake Superior and Keweenaw Bay, with all lands and franchises connected therewith, free from all incum-

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brances, three hundred and fifty thousand dollars: *Provided*, That for the purpose of preserving and continuing the use and navigation of said canals, the sum of ten thousand dollars for each of the present and the next fiscal year be appropriated, out of any money in the Treasury not otherwise appropriated, or so much thereof as may be necessary, to pay the actual expenses of operating and keeping said canals in repair; and that an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers: *And provided further*, That no money appropriated for this purpose shall be available until a valid title to all of said premises shall be vested in the United States, nor until the State of Michigan shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process on the lands and right of way so conveyed. The balance of the appropriation, to wit, five thousand one hundred and twenty-eight dollars and seventy cents, for examination of Portage Lake and Lake Superior Ship Canals, contained in the river and harbor act of August fifth, eighteen hundred and eighty-six, is hereby made available for each and every purpose connected with the establishment of new harbor lines in Portage Lake under the provisions of the act of June twentieth, eighteen hundred and ninety, authorizing and directing said establishment.

Provisos. Operating, etc., expenses. Report. Title. Jurisdiction. Available balance. Vol. 24, p. 325. *Ante*, p. 455. Vol. 26, p. 163. *Ante*, p. 543.

Improving Bagaduce River, Maine: Continuing improvement, four thousand dollars. Bagaduce River, Me.

Improving Penobscot River, Maine: Continuing improvement, and for dredging near Stern's mill, twenty-five thousand dollars. Penobscot River, Me.

Improving Narragaugus River, Maine: Continuing improvement, seven thousand five hundred dollars. Narragaugus River, Me.

Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars. Kennebec River, Me.

Improving Saco River, Maine: Continuing improvement, including breakwater and the construction of a proposed jetty opposite the same, sixty-five thousand dollars: *Provided*, That the whole of said sum may be used in the discretion of the Secretary of War in the construction of said proposed jetty. Saco River, Me. *Proviso.* Jetty.

Improving Harraseeket River, Maine, ten thousand dollars. Harraseeket River, Me.

Improving Saint Croix River, Maine, thirty-five thousand dollars; but upon the condition that the Government of the Dominion of Canada shall expend a like sum in the improvement of said river. St. Croix River, Me. Conditional.

Improving Kennebunk River, Maine, at or near its mouth, twenty thousand dollars, the entire amount to be expended in repairs if necessary. Kennebunk River, Me.

Improving Pleasant River, Maine: To complete improvement, three thousand five hundred dollars. Pleasant River, Me.

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Bellamy River, N. H.

Improving Bellamy River, New Hampshire: Continuing improvement, ten thousand dollars.

Cocheco River, N. H.

Improving Cocheco River, New Hampshire, twenty-five thousand dollars.

Otter Creek, Vt.

Improving Otter Creek, Vermont: Continuing improvement five thousand dollars.

Powow River, Mass.

Improving Powow River, Massachusetts: Continuing improvement, five thousand dollars: *Provided*, That this sum shall not be expended until the towns of Amesbury and Salisbury, or either of them, shall have caused such a draw to be placed in the present bridge over said river as may be approved by the Secretary of War.

Proviso.

Draw in bridge.

Taunton River, Mass.

Improving Taunton River, Massachusetts: Continuing improvement, seven thousand dollars.

Merrimac River, Mass.

Improving Merrimac River at Mitchell's Falls, Massachusetts: Continuing improvement, ten thousand dollars.

Vol. 27, p. 96.

Post, p. 623.

Weymouth River, Mass.

Improving Weymouth River, Massachusetts: ten thousand dollars.

Pawtucket River, R. I.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty thousand dollars.

Providence, River, R. I.

Improving Providence River and Narragansett Bay, Rhode Island, Continuing improvement, fifty thousand dollars.

Improving Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, twenty-five thousand dollars.

Pawcatuck River, R. I.

Improving Pawcatuck River, Rhode Island: Completing improvement, sixteen thousand six hundred dollars.

Connecticut River, Conn.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twelve thousand five hundred dollars.

Housatonic River, Conn.

Improving Housatonic River and for breakwater, Connecticut: Continuing improvement, thirty-five thousand dollars.

Thames River, Conn.

Improving Thames River, Connecticut, Continuing improvement, twenty thousand dollars, which may be expending at any point between Norwich and New-London.

Mystic River, Conn.

Improving Mystic River, Connecticut, ten thousand dollars.

Hudson River, N. Y.

Improving Hudson River, New York: Continuing improvement, one hundred and fifty thousand dollars.

Newtown Creek, N. Y.

Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-five thousand dollars, one-fourth of said sum to be expended on the main branch of said creek between Maspeth avenue and Metropolitan avenue, and one-fourth of said sum to be expended on the English Kills Branch of said creek.

East River, N. Y.

Improving East River and Hell Gate, New York: Removing obstructions, two hundred thousand dollars.

Harlem River, N. Y.

Improving Harlem River, New York: Continuing improvement, two hundred and fifty thousand dollars; and the Secretary of War is directed to cause the low bridges now crossing said Harlem River to be replaced by other

Secretary of War to replace low bridges with high ones.

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bridges at the expense of the owners thereof as soon as the necessary legislation, if any such legislation be necessary, shall have enabled the change in grade to the approaches of said bridges, thus required, to be made, the owners of said bridges being allowed a reasonable time in which to complete the work necessary for said approaches. Said bridges shall leave a clear space, between the under sides thereof and the high water of spring tides, of twenty-four feet, and shall be provided with draw-spans and draws of the width and length to be determined by the Secretary of War, and shall in all respects comply with this law and conform to the requirements of the Secretary of War: *Provided*, That the Secretary of War shall prescribe the times and regulations for the opening and operating of the draws in said bridges, but said draws shall not be opened except for vessels propelled by steam with or without vessels in tow; nor shall they be required to be opened at any times other than between ten o'clock in the forenoon and five o'clock in the afternoon.

Vol. 29, p. 216.
Post, p. 764.
Legislation.
Approaches.
Height of bridges.
Draw spans and draws.
Proviso.
Opening of draws for steam vessels only.
Time limit.

Improving Grass River, New York: Completing improvement, six thousand dollars.

Grass River, N. Y.

Improving Great Chazy River, New York, from its mouth on Lake Champlain to Champlain Village, ten thousand dollars.

Great Chazy River, N. Y.

Improving Patchogue River, New York, fifteen thousand dollars.

Patchogue River, N. Y.

Improving Ticonderoga River, New York: Continuing improvement two thousand dollars.

Ticonderoga River, N. Y.

Improving Wappinger's Creek, New York, from the falls to its mouth, thirteen thousand dollars.

Wappinger Creek, N. Y.

Improving Brown's Creek, Sayville, Long Island, New York, twelve thousand dollars.

Browns Creek, N. Y.

Improving shoal between Sister Islands and the Cross over light, Saint Lawrence River, New York, five thousand dollars.

Shoal in St. Lawrence River, N. Y.

Improving Passaic River above Newark, New Jersey: Continuing improvement, five thousand one hundred dollars, one thousand five hundred dollars of which, or so much thereof as may be necessary, shall be expended in making an examination and survey of said river.

Passaic River above Newark, N. J.

Improving Maurice River, New Jersey: Continuing improvement, eight thousand dollars.

Maurice River, N. J.

Improving Passaic River below Newark, New Jersey: Continuing improvement, forty thousand dollars.

Passaic River below Newark, N. J.

Improving Raritan River, New Jersey: Continuing improvement, fifty thousand dollars.

Raritan River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars, one-half of which shall be expended on the South Branch.

Shrewsbury River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars.

South River, N. J.

Improving Squan [Manasquan] River, New Jersey, by the removal of obstructions placed by the Government at the mouth of said river, if, in the discretion of the Secre-

Squan (Manasquan) River, N. J.

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tary of War, the same should be done, two thousand dollars.

Shoal Harbor and Compton Creek, N. J.

Improving Shoal Harbor and Compton's Creek, New Jersey, so as to give a channel four feet deep at mean low water, five thousand dollars.

Elizabeth River, N. J.

Improving Elizabeth River, New Jersey, five thousand dollars.

Mattawan Creek, N. J.

Improving Mattawan Creek, New Jersey, two thousand five hundred dollars.

Alloway Creek, N. J.

Improving Alloway Creek, New Jersey, six thousand dollars.

Allegheny River, Pa.

Improving Allegheny River, Pennsylvania: Continuing improvement, twenty thousand dollars.

Schuylkill River, Pa.

Improving Schuylkill River, Pennsylvania: Continuing improvement, forty-five thousand dollars.

Delaware River, Pa. and N. J.

Improving Delaware River, Pennsylvania and New Jersey: Continuing improvement, from Trenton to its mouth, two hundred and fifty thousand dollars, ten thousand dollars of which shall be expended in continuing improvement on the Rancocas River, one of the tidal tributaries of said river.

Rancocas River.

Herr Island dam, Allegheny River, Pa.

For continuing construction of the dam at Herr's Island in Allegheny River, near Pittsburgh, Pennsylvania, thirty-five thousand dollars.

Upon condemnation, etc., of Lock and Dam No. 7, etc., purchase of Lock and Dam No. 6, etc., from Monongahela Navigation Co., authorized.

Vols. 25, p. 411; 28, pp. 348, 973; 29, pp. 217, 218. *Ante*, p. 497; *post*, pp. 691, 735, 766.

That whenever the proceedings commenced by the United States against the Monongahela Navigation Company, a corporation organized under the laws of Pennsylvania to condemn lock and dam number seven constituting a part of the improvement in water communication in the Monongahela River between Pittsburgh in the State of Pennsylvania, and a point at or near Morgantown in the State of West Virginia, shall be finally determined, and the United States shall have acquired the title to said lock and dam number seven and its appurtenances, the Secretary of War be, and he is hereby, authorized and directed to negotiate for and purchase, at a cost not to exceed one hundred and sixty-two thousand dollars, lock and dam number six and its appurtenances, of the Monongahela Navigation Company, also constituting a part of said improvement. And the sum of one hundred and sixty-two thousand dollars [a], or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, for consummating said purchase, the same to be

Appropriation for purchase.

[a] Both of the appropriations (viz, $162,000 for purchase and $5,000 for expenses of condemnation proceedings) made by this act for acquisition of Lock and Dam No. 6 were carried to the surplus fund. All of the property of the company on this river, including Lock and Dam No. 6, was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including $5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7), being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

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paid on the warrant of the Secretary of War, upon full and absolute conveyance to the United States of the said lock and dam number six and its appurtenances, of the said Monongahela Navigation Company.

Condemnation proceedings on failure to purchase.

In the event of the inability of the Secretary of War to make voluntary purchase of said lock and dam number six and its appurtenances for said sum of one hundred and sixty-two thousand dollars, or a less sum, then the Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of said lock and dam number six and its appurtenances, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania, approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania with right of appeal by either party to the Supreme Court of the United States: *Provided*, That in estimating the sum to be paid by the United States, the franchise of said corporation to collect tolls shall not be considered or estimated; and the sum of five thousand dollars [a], or so much thereof as may be necessary, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said condemnation proceedings; and upon final judgment being entered therein the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof is hereby appropriated out of any moneys in the Treasury not otherwise appropriated. And when said lock and dam number six and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof, and the same shall thereafter be subject to the provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation for certain public work on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Proviso. Estimating value.

Operating expenses.

Vol. 23, p. 147. *Ante*, p. 415.

[a] Both of the appropriations (viz, $162,000 for purchase and $5,000 for expenses of condemnation proceedings) made by this act for acquisition of Lock and Dam No. 6 were carried to the surplus fund. All of the property of the company on this river, including Lock and Dam No. 6, was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including $5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7), being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

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Ohio River, Pa.

Improving the Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania, at such locality as the Secretary of War may consider most advantageous, two hundred and fifty thousand dollars.

Appoquinimink River, Del.

Improving Appoquinnimink River and the mouth of the same, Delaware, five thousand dollars.

Smyrna River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.

Choptank River, Md.

Improving Choptank River, Maryland: Continuing improvement, seven thousand five hundred dollars.

Susquehanna River, Md. and Pa.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, four thousand dollars, to be expended above the Philadelphia, Wilmington and Baltimore Railroad Bridge.

Fairlee Creek, Md.

Improving Fairlee Creek or Inlet, Maryland: Continuing improvement, five thousand dollars.

Patuxent River, Md.

Improving Patuxent River, Maryland: Continuing improvement, six thousand dollars.

Wicomico River, Md.

Improving Wicomico River [*], Maryland, ten thousand dollars.

Manokin River, Md.

Improving Manokin River, Maryland, seven thousand five hundred dollars.

Chester River, Md.

Improving Chester River, Maryland, five thousand dollars, from Crumpton to Jones' Landing.

Elk River, Md.

Improving Elk River, Maryland, ten thousand dollars.

North East River, Md.

Improving North East River, Maryland, two thousand five hundred dollars.

Potomac River, D. C.

Improving Potomac River at Washington: Continuing improvement, two hundred and eighty thousand dollars, of which twenty thousand dollars, or so much thereof as may be necessary, may be expended on the channel in the Eastern Branch between the navy-yard and Giesborough Point.

Appomattox River, Va.

Improving Appomattox River, Virginia: Continuing improvement, fifteen thousand dollars.

Chickahominy River, Va.

Improving Chickahominy River, Virginia: Continuing improvement, two thousand five hundred dollars.

James River, Va.

Improving James River, Virginia: Continuing improvement, two hundred thousand dollars: *Provided*, That three thousand five hundred dollars of this amount, or so much thereof as may be necessary, may be expended in the discretion of the Secretary of War in removing the bar at the mouth of Turkey Island Creek or Bayou.

Proviso.

Turkey Island Creek.

Mattaponi River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, three thousand dollars. fifteen hundred dollars of which may be expended above Ayletts.

Potomac River, Mt. Vernon, Va.

Improving channel at Mount Vernon: To complete, two thousand five hundred dollars.

Nomini Creek, Va.

Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars.

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* On the eastern shore.

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Improving Pamunkey River, Virginia Continuing improvement, three thousand dollars. Pamunkey River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, fifteen thousand dollars. Rappahannock River, Va.

Improving Staunton River, Virginia: Continuing improvement, eight thousand dollars on the consolidated project. Staunton River, Va.

Improving Urbana Creek: Continuing improvement, three thousand dollars. Urbana Creek, Va.

Improving York River, Virginia: Continuing improvement, thirty thousand dollars. York River, Va.

Improving by dredging and otherwise the inland water-way from Chincoteague Bay, Virginia to Delaware Bay at or near Lewes, Delaware, to be used from Chincoteague Bay to Delaware Bay: Continuing improvement, fifty thousand dollars, no part of which shall be expended until the right of way is secured free of cost to the United States. Waterway, Chincoteague Bay, Va., to Delaware Bay, Del.

Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars. Nansemond River, Va.

Improving Hampton Creek and Bar, Virginia: To complete improvement ten thousand dollars. Hampton Creek, Va.

Improving Occoquan Creek, Virginia: ten thousand dollars. Occoquan Creek, Va.

Improving Acquia Creek, Virginia: ten thousand dollars. Aquia Creek, Va.

Improving Big Sandy River, West Virginia and Kentucky: To complete improvement, thirty-one thousand dollars. Big Sandy River, W. Va. and Ky.

Improving Elk River, West Virginia: Continuing improvement two thousand five hundred dollars. Elk River, W. Va.

Improving Buchannon River, West Virginia: Continuing improvement, one thousand dollars. Buckhannon River, W. Va.

Improving Great Kanawha River, West Virginia: Continuing improvement, three hundred thousand dollars. Kanawha River, W. Va.

Improving Guyandotte River, West Virginia: To complete improvement, two thousand dollars. Guyandott River, W. Va.

Improving Little Kanawha River, West Virginia: To complete projected lock and dam, forty thousand dollars, but no toll shall be collected by any person or corporation for this improved navigation, and such right, if any exist, shall be relinquished in a manner satisfactory to the Secretary of War before the expenditure of any of the money herein appropriated for this work. Little Kanawha River, W. Va. Tolls prohibited.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Tug Fork of Big Sandy River, Kentucky and West Virginia: For snagging and the removal of other obstructions, two thousand five hundred dollars. Big Sandy River, Ky. and W. Va. Tug Fork.

Improving Levisa Fork of Big Sandy River, Kentucky: For snagging and the removal of other obstructions, two thousand five hundred dollars. Levisa Fork.

Improving Cheat River, West Virginia: To complete improvement, thirteen thousand dollars. Cheat River, W. Va.

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Cape Fear River, N. C. Above Wilmington.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fifteen thousand dollars.

At and below Wilmington.

Improving Cape Fear River at and below Wilmington, North Carolina, one hundred and seventy thousand dollars.

Contentnia Creek, N. C.

Improving Contentnia Creek, North Carolina: Continuing improvement, seven thousand dollars.

Water route, Currituck Sound, Norfolk, Va., to Albemarle Sound, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albermarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.

Neuse River, N. C.

Improving Neuse River, up to Smithfield, North Carolina: Continuing improvement, twenty thousand dollars.

New River, N. C.

Improving New River, North Carolina: Continuing improvement, five thousand dollars.

Pamlico and Tar rivers, N. C.

Improving Pamlico and Tar Rivers, including the Tar River from Tarboro to Little Falls, North Carolina: Continuing improvement, ten thousand dollars.

Trent River, N. C.

Improving Trent River, North Carolina: Continuing improvement, five thousand dollars.

Lumber River, N. C. and S. C.

Improving Lumber River, North Carolina and South Carolina: Continuing improvement, five thousand dollars.

Roanoke River, N. C.

Improving Roanoke River, North Carolina: Continuing improvement, from its mouth to Clarksville, twenty-five thousand dollars.

Yadkin River, N. C.

Improving Yadkin River, North Carolina, up to Bailey's Ferry, North Carolina: Continuing improvement, five thousand dollars.

Ocracoke Inlet, N. C.

Improving Ocracoke Inlet, North Carolina, ninety thousand dollars.

Mackeys Creek, N. C.

Improving Mackey's Creek, North Carolina, fifteen thousand dollars to complete the project for nine feet depth of channel.

Northeast (Cape Fear) River, N. C.

Improving North East (Cape Fear) River, North Carolina, so far as to clean out its natural obstructions from Wilmington up to Kornegay's Bridge, five thousand dollars.

Waterway, New River to Swansboro, N. C.

Improving water way between New River and Swansboro, North Carolina, five thousand dollars.

Lockwood Folly River, N. C.

Improving Lockwood's Folly River, North Carolina, five thousand dollars.

Fishing Creek, N. C.

Improving Fishing Creek, North Carolina, from its mouth to Bellamy's Mill, so far as to remove its natural obstructions, ten thousand dollars: *Provided*, That no part of this sum shall be expended until the bridges over that part of said river to be improved have been removed or suitable draws have been provided in the same, so as not to obstruct the navigation of said river.

Proviso.

Draws in bridges.

Vols. 27, p. 100; 29, p. 220.

Post, pp. 628, 769.

Pasquotank River, N. C.

Improving Pasquotank River, North Carolina, three thousand dollars.

Edisto River, S. C.

Improving Edisto River, South Carolina: Continuing improvement, five thousand dollars, which shall be ex-

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pended in equal sums in the north and south forks of said river.

Improving Great Pee Dee River, South Carolina: Continuing improvement, twelve thousand five hundred dollars. Great Pedee River, S. C.

Improving Salkiehatchie River, South Carolina: To complete existing project, five thousand dollars. Salkahatchie River, S. C.

Improving Santee River, South Carolina: Continuing improvement, thirty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, as recommended by the engineer in charge of the improvement of said river. Santee River, S. C.

Improving Waccamaw River to Waccamaw Lake, North Carolina and South Carolina: Continuing improvement, twelve thousand five hundred dollars. Waccamaw River, N. C. and S. C.

Improving Wappoo Cut, South Carolina: Continuing improvement, ten thousand dollars. Wappoo Cut, S. C.

Improving Wateree River, South Carolina: Completing improvement, twelve thousand five hundred dollars: *Provided*, That no part of said appropriation shall be expended until the Wilmington, Columbia and Augusta Railroad Company and the Camden branch of the South Carolina Railway Company shall have built suitable draw-spans in their bridges over said river, to be approved by the Secretary of War. Wateree River, S. C. *Proviso.* Drawspan in bridges.

Improving Congaree River, South Carolina: Continuing improvement, five thousand dollars: *Provided*, That no part of said appropriation shall be expended until the South Carolina Railroad Company have built a suitable draw-span in its bridge over said river, to be approved by the Secretary of War. Congaree River, S. C. *Proviso.* Drawspan in bridge.

Improving Mingo Creek, South Carolina: Continuing improvement, five thousand dollars. Mingo Creek, S. C.

Improving Clark's River, South Carolina: Continuing improvement, two thousand five hundred dollars. Clark River, S. C.

Improving Little Pee Dee River, South Carolina: Continuing improvement, five thousand dollars. Little Pedee River, S. C.

Improving Beaufort River, South Carolina, or that part of it known as Brickyard Creek, at the point called Brickyard, near Coosaw Mouth, twelve thousand five hundred dollars. Beaufort River, S. C.

Improving Altamaha River, Georgia, Continuing improvement, fifteen thousand dollars. Altamaha River, Ga.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvements twenty thousand dollars. Chattahoochee River, Ga. and Ala.

Improving the Coosa River in Georgia and Alabama, between Rome, in Georgia, and the East Tennessee, Virginia and Georgia Railroad Bridge, in Alabama: Continuing improvement under approved existing project, one hundred and fifty thousand dollars. Also for improving said river between Wetumpka, in Alabama, and said East Tennessee, Virginia and Georgia Railroad Bridge, work to be commenced at Wetumpka end, one Coosa River, Ga. and Ala.

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hundred and fifty thousand dollars, of which so much as may be necessary is authorized to be expended in acquiring, by purchase or condemnation under the laws of Alabama, the lands needed in making such improvement, as the same become necessary; such improvement to be made in harmony with the existing approved project for the improvement of the Coosa River between Rome and said bridge; locks to be forty feet wide and two hundred and ten feet between miter sills [a].

Purchase, etc., of needed lands.

Character of improvement.

Locks. Vol. 27, p. 101.

Flint River, Ga. *Post*, p. 629.

Improving Flint River, Georgia, Continuing improvement, twenty thousand dollars, of which five thousand dollars are to be expended between Albany and Montezuma, and fifteen thousand below Albany.

Ocmulgee River, Ga.

Improving Ocmulgee River, Georgia: Continuing and extending improvement, thirty thousand dollars, of which fifteen thousand dollars are to be expended between Macon and Hawkinsville and fifteen thousand dollars between Hawkinsville and its mouth.

Oconee River, Ga.

Improving Oconee River, Georgia: Continuing and extending improvement, twenty-five thousand dollars, of which five thousand dollars are to be expended between Milledgeville and the Central Railroad Bridge.

Savannah River, Ga.

Improving the Savannah River, between Augusta and Savannah: Continuing improvement, twenty-five thousand dollars.

Jekyl Creek, Ga.

Improving Jekyl Creek, Georgia: Continuing improvement, seven thousand five hundred dollars.

Apalachicola River, Fla.

Improving Apalachicola River, Florida: To maintain existing works, including Lee's Slough, two thousand dollars.

Choctawhatchee River, Fla. and Ala.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement under existing projects, and to secure low-water navigation between Geneva and Newton, twelve thousand five hundred dollars: *Provided*, That no part of said sum shall be expended above Hollis's Bridge until a draw, approved by the Secretary of War, is put in said bridge.

Proviso.

Draw in Hollis's bridge.

Escambia and Conecuh rivers, Fla. and Ala.

Improving Escambia and Conecuh Rivers, Florida and Alabama: Continuing improvement, seven thousand five hundred dollars.

Manatee River, Fla.

Improving Manatee River, Florida: Continuing improvement, six thousand dollars.

St. Johns River, Fla.

Improving Saint John's River, Florida, from Jacksonville to the ocean, including the channel over the bar at the mouth: Continuing improvement, one hundred and seventy thousand dollars.

Suwanee River, Fla.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars, a part of which may be expended on the inside channel to Cedar Keys.

Volusia bar, Fla.

Improving Volusia Bar, Florida: For repairs, five hundred dollars.

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[a] This restriction as to the size of the locks is repealed by the river and harbor act approved July 13, 1892.

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Improving Withlacoochee River, Florida: Completing improvement, five thousand four hundred dollars. Withlacoochee River, Fla.

Improving Caloosahatchee River, Florida: To complete improvement, three thousand six hundred dollars. Caloosahatchee River, Fla.

Improving La Grange Bayou, Florida: Continuing improvement of Holmes River, three thousand dollars. Lagrange Bayou, Fla.

Improving Ocklawaha River, Florida, to Leesburgh on Lake Griffin, ten thousand dollars. Oklawaha River, Fla.

Improving Sarasota Bay, from Tampa Bay to Sarasota, Florida, as recommended by W. M. Black, captain of engineers, in his report of November twenty-seventh, eighteen hundred and eighty-nine, five thousand dollars. Sarasota Bay, Fla.

Improving Alabama River, Alabama: Continuing improvement, twenty thousand dollars. Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniel's Creek: Continuing improvement, one hundred and fifty thousand dollars. Black Warrior River, Ala.

Improving Tallapoosa River, Alabama: Maintaining existing works, four thousand dollars. Tallapoosa River, Ala.

Improving Cahawba River, Alabama: The existing provision restricting the expenditure of the balance now available for the improvement of said river is hereby repealed, and said balance shall be expended in continuing the improvement thereof. Cahaba River, Ala. Available balance. Vol. 24, p. 321. *Ante*, p. 450.

Improving Tombigbee and Warrior Rivers, Alabama: Extending improvement so as to secure six feet draught at low water, from the mouth of Tombigbee River to Tuscaloosa, Alabama, one hundred thousand dollars, of which fifty-five thousand dollars to be expended on the Tombigbee and forty-five thousand dollars on the Warrior; so much of said sums as may be necessary is authorized to be expended in acquiring by purchase or condemnation under the laws of Alabama, the lands needed in making such improvements. Tombigbee and Warrior rivers, Ala. Acquisition of needed lands.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Extending improvement to secure six feet draught at low water, fifteen thousand dollars. Tombigbee River, Ala. and Miss.

Improving Tombigbee River from Walker's Bridge to Fulton: Continuing improvement, four thousand dollars.

Improving Tombigbee River from Fulton to Vienna: Continuing improvement, six thousand dollars.

Improving Big Sunflower River Mississippi: Continuing improvement, five thousand dollars, of which one thousand five hundred dollars is to be used between Woodburn and Lehrton. Big Sunflower River, Miss.

Improving Noxubee River, Mississippi: Continuing improvement, three thousand dollars. Noxubee River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars. Pascagoula River, Miss.

Improving Pearl River, Mississippi, between Edinburgh and Carthage: To complete improvement, five thousand dollars. Pearl River, Miss.

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Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, three thousand dollars.

Improving Pearl River, Mississippi, below Jackson: Continuing improvement, twenty thousand dollars, five thousand dollars of which shall be used for dredging at the mouth.

Steele Bayou, Miss.

Improving Steele's Bayou, Mississippi, including Washington Bayou: Continuing improvement, two thousand five hundred dollars.

Tallahatchie River, Miss.

Improving Tallahatchie River, Mississippi: Continuing improvement, five thousand dollars.

Tchula Lake, Miss.

Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.

Yazoo River, Miss.

Improving Yazoo River Mississippi Continuing improvement, twenty-five thousand dollars, of which five thousand dollars, or so much as may be necessary, shall be used in making a survey of the Yazoo River from the bridge of the Louisville, New Orleans and Texas Railway to its mouth, for the purpose of determining in what manner the mouth of the river can be so improved as to freely permit the passage through the same, at all seasons of the year, of vessels engaged in the navigation of the river; and said survey shall also include an investigation into the feasibility and advantages of making a new mouth or outlet for said river, by way of Chicasaw Bayou, or otherwise, together with an estimate of the cost of the same.

Survey, etc.

Bluff Creek, Miss.

Improving Bluff Creek, Mississippi: To complete improvement one thousand dollars.

Chickasahay River, Miss.

Improving Chickasahay River, Mississippi, by the removal of logs, snags, and overhanging trees, from the mouth up to Railroad Bridge, near Shubuta, five thousand dollars.

Leaf River, Miss.

Improving Leaf River, Mississippi, from its mouth to the mouth of Bowie Creek, five thousand dollars.

Big Black River, Miss.

Appropriation available.

Vol. 24, p. 322.

Ante, p. 451.

Improving Big Black River, Mississippi: The sum of five thousand dollars, heretofore appropriated for the improvement of this river, may be expended in the improvement of said river, notwithstanding the proviso contained in the act of eighteen hundred and eighty-six making said appropriation.

Amite River and Bayou Manchac, La.

Proviso.

Allotment.

Improving Amite River and Bayou Manchac, Louisiana: Completion of old project, three thousand eight hundred dollars: *Provided*, That this sum may be expended upon the Manchac or Amite in such proportions as the engineers may deem best.

Bœuf River, La.

Improving Boeuf River, Louisiana: Continuing improvement, five thousand dollars.

Bayou Bartholomew, La. and Ark.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Bayou Courtableau, La.

Improving Bayou Courtableau, Louisiana: Completing improvement, two thousand two hundred dollars.

Bayou D'Arbonne, La.

Improving Bayou D'Arbonne, Louisiana: Continuing improvement, two thousand dollars.

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Improving Tensas River and Bayou Macon, Louisiana: Continuing improvement, five thousand dollars. Tensas River and Bayou Macon, La.

Improving Tickfaw River, Louisiana: To complete, one thousand dollars. Tickfaw River, La.

Improving Bayous Rondeway and Vidal, Louisiana: Re-opening old bayou, one thousand dollars. Bayous Rondeway and Vidal, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred thousand dollars. Bayou Plaquemine, La.

Improving Bayou Lafourche, Louisiana, including immediate dredging to secure low water navigation, fifty thousand dollars. Bayou Lafourche, La.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, one hundred thousand dollars, of which fifteen thousand dollars shall be used in the work at Alexandria, twenty thousand dollars in deepening and widening that portion of the river known as Little River, from the Scoping Cut off to Knox Point, and five thousand dollars in closing what is called the Sale and Murphy Outlet, or canal, on the west bank of the river above Shreveport. Red River, La. and Ark.

For completion of survey of Red River from Fulton, Arkansas, to the Atchafalaya River, Louisiana, twenty eight thousand dollars. Survey.

Improving Bayou Teche, Louisiana, from the mouth to Saint Martinsville, five thousand dollars. Bayou Teche, La.

Improving Bogue Chitto, Louisiana, five thousand dollars; to be expended from its mouth to where the first bridge obstructing navigation is located. Bogue Chitto, La.

Improving Tchefuncte and Bogue Phalia [Falia]: For removal of snags, trees, and obstructions, one thousand dollars. Chefuncte and Bogue Falia.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars. Buffalo Bayou, Tex.

Improving Cedar Bayou, Texas, by removal of bar at the mouth of said bayou, where it empties into Galveston Bay: Completing improvement, eighteen thousand one hundred and fifty dollars. Cedar Bayou, Tex.

Improving Trinity River, Texas: Continuing improvement, ten thousand dollars. Trinity River, Tex.

The Secretary of War is hereby directed to cause a survey to be made of Cypress Bayou and the lakes between Jefferson, Texas, and Shreveport, Louisiana, in order to ascertain if the navigation of the said bayou and lakes can be materially and permanently improved by the construction of such dams, and locks and dams, as may be necessary, and if found practicable the probable cost thereof, and for this purpose the sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated. Cypress Bayou and lakes, La. Survey and estimates for locks and dams.

Improving Arkansas River, Arkansas, Indian Territory, and Kansas: Continuing improvement from Wichita, Kansas, to its mouth, one hundred and eighty thousand dollars. Arkansas River, Ark., Ind. T., and Kans.

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St. Francis River, Ark.

Improving Saint Francis River, Arkansas: Continuing improvement, four thousand dollars.

Arkansas River, Ark., Ind. T., and Kans.

Available plant and money.

Heavy steel-hull snag boat.

Improving Arkansas River, Arkansas, Indian Territory and Kansas, from Wichita, Kansas, to its mouth: For operating snag-boats and removing obstructions, twenty thousand dollars; and the plant and money now available for operations of this character upon any part of the Arkansas river shall be available for operations under this head; and the Secretary of War is authorized to transfer or sell the heavy steel hull snag-boat now belonging to the plant of the Arkansas river, to the plant of the Missouri or Mississippi river at such charge or price as he may deem just, and said charge or price shall be deducted from the appropriation for the improvement of the river to which this boat may be assigned, and said sum of money shall become available for the improvement of the Arkansas river under the provisions of this clause: *Provided*, That the foregoing transfer or sale shall not be made until the commission having charge of the improvement of the river to which the transfer or sale may be made shall certify to the Secretary of War their approval of the transfer or sale and of the terms proposed: *Provided further*, That authority is hereby granted to construct, out of money acquired by the foregoing sale or transfer, a new snag-boat suitable for the present and future wants of the Arkansas river, the same to cost not exceeding twenty thousand dollars.

Provisos.

Approval of transfer or sale.

New snag boat.

Red River above Fulton, Ark.

Improving Red River above Fulton, Arkansas, to complete, two thousand dollars.

Black River, Ark. and Mo.

Improving Black River, Arkansas and Missouri: Maintaining existing works, five thousand dollars.

White River, Ark.

Improving White River, Arkansas: Continuing improvement, thirty thousand dollars.

Fourche (Le Fevre) River, Ark.

Improving Fourche [Le Fevre] River: Completing improvement, seven thousand five hundred dollars.

Ouachita and Black rivers, Ark. and La.

Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, fifteen thousand dollars.

Hatchee River, Tenn.

Improving Big Hatchie River, Tennessee: Continuing improvement five thousand dollars.

Caney Fork River, Tenn.

Improving Caney Fork River, Tennessee: Continuing improvement, in accordance with last survey, two thousand five hundred dollars.

Clinch River, Tenn.

Improving Clinch River, Tennessee: Continuing improvement, four thousand dollars.

Cumberland River, Tenn. and Ky.

Improving Cumberland River, Tennessee and Kentucky, Continuing improvement above Nashville, two hundred and fifty thousand dollars. *Provided*, That in the discretion of the Secretary of War fifty thousand dollars of this sum may be expended in commencing the improvement of said river at Smith's Shoals.

Proviso. Smiths shoals.

Cumberland River, Tenn. and Ky.

Improving Cumberland River, Tennessee and Kentucky, below Nashville: Continuing improvement, forty thousand dollars, thirty thousand dollars of which to be

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used in improving the mouth of the river. The five thousand dollars heretofore appropriated by act of second of August, eighteen hundred and eighty-two, for "improving the Cumberland River above the mouth of Jellico, Kentucky," which said sum of five thousand dollars is yet held over under said act and not expended, be applied to the removal of snags and sand-bars in the said Cumberland River above Nashville, Tennessee, said amount to be thus expended under the direction of the engineer in charge of that work and with the approval of the Secretary of War.

Balance, available. Vol. 22. p. 202. *Ante*, p. 374.

Improving French Broad River, Tennessee: Continuing improvement, ten thousand dollars.

French Broad River, Tenn.

Improving Hiawassee River, Tennessee: To complete improvement, fifteen hundred dollars.

Hiwassee River, Tenn.

Improving Forked Deer River, Tennessee: Continuing improvement, two thousand five hundred dollars, to be expended on the North Fork from Dyersburgh to the main river, and thence on the main river to its mouth.

Forked Deer River, Tenn.

Improving Tennessee River above Chattanooga, Tennessee: Continuing improvement, thirty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in making a careful and comprehensive survey of said river from Chattanooga to the junction of the Holston and French Broad Rivers, with a view of ascertaining to what extent the navigation of the river is capable of improvement, and the cost of the same, and the preparation of suitable plans therefor.

Tennessee River, Tenn.

Improving Tennessee River, below Chattanooga, Tennessee, including Colbert Shoals and Bee Tree Shoals: Continuing improvement, four hundred and seventy-five thousand dollars, out of which twenty-five thousand dollars may be used at Livingston Point at the mouth of said river, in accordance with the recommendation of the engineer in charge of that portion of the river.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and eighty thousand dollars.

Kentucky River, Ky.

Improving the Ohio River: Continuing improvement, three hundred thousand dollars, of which sum seven thousand five hundred dollars shall be expended in constructing an ice-pier pursuant to the present or prospective plan of the Chief of Engineers, at or near the mouth of Kerr's Run, in Ohio: *Provided*, That the Secretary of War is hereby authorized and directed to obtain, if he can do so without cost to the United States, a perpetual lease or conveyance of the riparian rights of the property owners at said locality, in the event said ice-pier shall be located where there is no landing place: *And provided further*, That at said locality, if it be an improved landing, he shall first obtain a relinquishment of wharfage right and dues in favor of water-craft seeking protection from damage by ice; and no part of this appropriation shall be used for such purpose until the foregoing conditions are complied with; and a like sum for like purposes upon

Ohio River.

Distribution.

Construction of ice pier. Vol. 32, p. 359. *Post*, p. 988.

Provisos.

Riparian rights and location of ice pier.

Relinquishment of wharfage rights, etc.

Conditional expenditure.

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similar terms in all respects may be used in the discretion of the engineer in charge of the Ohio River at Ripley, Ohio, and at Portsmouth, Ohio; and twenty thousand dollars of said Ohio River appropriation may be used for continuation of harbor improvement at Madison, Indiana, according to the plans heretofore submitted by Lieutenant Colonel Merrill; thirteen thousand two hundred and fifty dollars may be expended in the completion of the construction of the embankment on the south side of the Great Miami River near its junction with the Ohio to confine the waters of said Miami River in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; and fifteen thousand dollars may be expended in completing the embankment at Shawneetown, already partly constructed for the preservation of the harbor at that place; the further sum of twenty thousand dollars may be expended for the removal of rock obstruction at the mouth of Licking River, Kentucky.

Falls of the Ohio.

Improving the Falls of the Ohio River: Continuing improvement, sixty thousand dollars.

Indiana Chute.

Improving Indiana Chute Fall, Ohio River: Continuing improvement, twenty-five thousand dollars.

Licking River, Ky.

Improving Licking River, from Farmer's to West Liberty, Kentucky: Continuing improvement, three thousand dollars.

Rough River, Ky.

Improving Rough River, Kentucky, twenty-five thousand dollars; to be expended in procuring the necessary land, commencing the construction of a lock and dam, and removing obstructions in the river from its mouth to Hartford, Kentucky, on the least expensive estimate recommended by Captain James C. Post, Corps of Engineers, in his report of January twenty-seventh, eighteen hundred and eighty-five.

Green and Barren rivers. Water-power leases.

The Secretary of War is hereby authorized and empowered to grant leases or licenses for the use of the water-powers on the Green and Barren Rivers at such a rate and on such conditions and for such periods of time as may seem to him just, equitable, and expedient; said leases not to exceed the period of twenty years: *Provided*, That the leases or licenses shall be limited to the use of the surplus water not required for navigation. And he is also empowered to grant leases or licenses for the occupation of such lands belonging to the United States on said Green and Barren Rivers as may be required for mill-sites or for other purposes not inconsistent with the requirements of navigation; said leases or licenses not to extend beyond the period of twenty years; and all moneys received under such leases or licenses shall be turned into the Treasury of the United States, and the itemized statement thereof shall accompany the annual report of the Chief of Engineers. But nothing in this act shall be

Proviso. Limited to surplus water.

Mill-site leases.

Moneys covered in. Report, etc.

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construed to affect any vested right, if such there be, of any lessee of water-power on said river. Vested rights.

Improving Sandusky River, Ohio, one thousand five hundred dollars. Sandusky River, Ohio.

Improving Saginaw River, Michigan: Continuing improvement, seventy-five thousand dollars; thirty-seven thousand five hundred dollars of which shall be expended above Bay City. Saginaw River, Mich.

Improving Saint Mary's River at the Falls, Michigan: Continuing improvement on new locks and approaches, nine hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire structure and approaches, or any part of the same, to be paid for as appropriations may from time to time be made by law. St. Marys River at the falls, Mich. *Proviso.* Contracts.

Improving Hay Lake Channel, Michigan: Continuing improvement, four hundred thousand dollars: *Provided*, That such contracts as may be desirable may be entered into by the Secretary of War for materials and labor for the entire work, or any part of the same, to be paid for as appropriations may from time to time be made by law. Hay Lake channel, Mich. *Proviso.* Contracts.

Improving Saint Clair Flats Ship-Canal, Michigan: Continuing improvement, eighty thousand dollars. St. Clair Flats Ship Canal, Mich.

Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars. Clinton River, Mich.

Improving Saint Joseph River, Michigan: Completing improvement, one thousand dollars. St. Joseph River, Mich.

Improving mouth of Black River [a], Michigan: Continuing improvement, ten thousand dollars. Black River, Mich.

Improving Rouge River, Michigan, at its junction with Detroit River, and up the river as far as the bridge of Saint Louis and Wabash Railroad, ten thousand dollars. Rouge River, Mich.

Improving Thunder Bay River, Alpena, Michigan: For sixteen-foot channel from mouth to one mile above, ten thousand dollars. Thunder Bay River, Alpena, Mich.

Improving Black River, at Port Huron, Michigan: To deepen channel from mouth to Grand Trunk Railroad Bridge to depth of sixteen feet, twenty-five thousand dollars. Black River, Port Huron, Mich.

Improving Menomonee River, Michigan and Wisconsin: Continuing improvement up the river from termination of old work, fifty-four thousand dollars. Menominee River, Mich. and Wis.

Improving Chippewa River including Yellow Banks, Wisconsin: Continuing improvement, ten thousand dollars. Chippewa River, Wis.

Improving Fox River, Wisconsin, below Portage, except as herein provided: Continuing improvement, one hundred thousand dollars; of this sum five thousand dollars, or so much thereof as may be necessary, shall be used for deepening the south outlet of Lake Winnebago, at Neenah, Wisconsin, so as to make navigation practicable Fox River, Wis.

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[a] Empties into St. Clair River.

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during low-water season; the sum of eight thousand dollars, or so much thereof as may be necessary, shall be used for removing the sand-bar at outlet of Fon du Lac River, Wisconsin, according to recommendations in report of Major Charles E. L. B. Davis, major of engineers, dated November fourteenth, eighteen hundred and eighty-nine.

St. Croix River, Wis. and Minn.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, eight thousand dollars.

Red River of the North, Minn.

Improving Red River of the North, Minnesota: Continuing improvement, twenty-five thousand dollars.

Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand five hundred dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing the work on lock and dam at Grand Rapids, near Mount Carmel, Illinois, sixty thousand dollars, including snagging; and six thousand dollars of said sum may be expended on said river at or near Grayville in the State of Illinois.

White River, Ind.

Vol. 25, p. 419.

Ante, p. 509.

Improving White River, Indiana: The five thousand dollars heretofore appropriated is hereby directed to be expended, notwithstanding the conditions upon which such appropriation was made.

Calumet River, Ill. and Ind.

Improving Calumet River, Illinois and Indiana: Continuing improvement, fifty thousand dollars.

Galena River, Ill.

City of Galena may improve channel of, to Mississippi River.

That the city of Galena, Illinois, be and hereby is, authorized to continue and complete the improvement and navigation of the channel of Galena River from a point eight hundred feet below the Custom House in said city to the main channel of the Mississippi River upon conditions hereinafter mentioned: *Provided*, That unless said city or her representatives shall commence the work within one year and secure a navigable channel within five years from the approval of this act, the provisions herein shall be null and void.

Proviso. Commencement and completion.

Dam and lock may be constructed.

In carrying out the provisions of this act, the city of Galena or her representatives shall be authorized to construct a dam above the point to be opened for navigation, rising not more than twelve feet above low water or a like dam may be constructed below the point to be opened to navigation with a lock not less than two hundred and eighty feet long and fifty two feet wide.

Consideration for improvements.

In consideration of said improvements the United States promise and agree to pay to the city of Galena, her assigns or legal representatives, the sum of one hundred thousand dollars, when a channel has been opened and maintained for navigation one season to a depth of at least three feet, and of a width sufficient to accommodate any raft or boat that can pass through the lock above described, including sidings or slips, for boats to pass each other, not more than two miles apart.

Management, control, etc., of works.

These improvements though managed and controlled by the city of Galena or her representatives shall be held to belong to the United States and shall be exempt from

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taxation and no tolls or charges shall be collected, and at the completion of the work, the improved channel with dam and lock shall be turned over to the management, control, and ownership of the United States.

Tolls.

That any person maliciously or intentionally injuring said works or interfering with the construction thereof shall be deemed guilty of a misdemeanor and may be tried for such offense before the District Court of the United States for the district wherein such offense may be committed, and if found guilty, he shall be liable to a fine not exceeding one thousand dollars, or to imprisonment for not more than two years, or to both fine and imprisonment as aforesaid, for each offense.

Punishment for injuring works.

If the conditions of this act have been complied with, the collector of the Port of Galena and the local Inspectors of steamboats for that District, shall certify to the fact. Upon the receipt of this certificate by the secretary of war he is hereby authorized and directed to draw his warrant on the Treasurer of the United States in favor of the city of Galena, her assigns or legal representatives, in payment of the aforesaid amount: *Provided*, That in no case shall the Government of the United States be liable for any losses or damages incurred by said City of Galena, or its representatives, in the performance of the work herein mentioned, nor shall any payments thereon be made in excess of the sum nor contrary to the terms hereinbefore prescribed.

Compliance with conditions.

Payment.

Proviso. Liability for losses, etc.

Improving Illinois River, Illinois: Continuing improvement, two thousand dollars [a].

Illinois River. Vol. 26, p. 683; *post*, p. 598.

Improving the Kaskaskia River, Illinois, from the mouth to Baldwin Bridge, six thousand dollars.

Kaskaskia River, Ill.

For the construction of the Illinois and Mississippi Canal to connect the Illinois River at a point near the town of Hennepin with the Mississippi River, at the mouth of Rock River, together with a branch canal or feeder from said Rock River to the main line of said canal, five hundred thousand dollars. Said canal and feeder shall be known as the Illinois and Mississippi Canal, and shall be constructed on the route located by the Secretary of War in pursuance of the provisions of "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," which act became a law August eleventh, eighteen hundred and eighty-eight, and said canal and feeder shall be eighty feet wide at the water line and seven feet deep, the locks one hundred and seventy feet in length and thirty feet in width, and shall have a capacity for vessels of at least two hundred and eighty tons burden, with guard gates, waste-weirs, locks, lock-houses, basins, bridges, and all other

Illinois and Mississippi Canal.

Name. Vol. 25, p. 419. *Ante*, p. 509.

Location.

Dimensions of canal and feeder.

Of the locks

Capacity for vessels.

[a] By joint resolution approved Sept. 29, 1890, the amount of this appropriation is corrected to read $200,000.

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Safety, etc., of navigation.

erections and fixtures that may be necessary for safe and convenient navigation of said canal and feeders, and shall be constructed on plans and specifications to be approved by the Secretary of War: *Provided*, That the Secretary of War shall, in his discretion, change or alter the dimensions of the locks of said canal and feeder if in his opinion the cost of said improvement is not thereby increased.

Secretary of War to approve plans.

Proviso. Changes, etc.

Secretary of War to secure right of way by purchase, etc.

It shall be the duty of the Secretary of War, in order to secure the right of way for such canal and feeder, to acquire the title to such lands as may be necessary by agreement, purchase, or voluntary conveyance from the owners, if it can be done on reasonable terms, but if that should be found impracticable, then the Secretary of War shall apply at any term of the circuit or district court of the United States for the northern district of Illinois to be held thereafter, at any general or special term held in said district, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid; and in such proceedings said court shall be governed by the laws of the State of Illinois, so far as the same may be applicable to the subject of condemning private property for public use; the Secretary of War to cause said work to commence as soon as practicable by the construction of one of the locks and dams on said Rock River at such point as he may deem most advisable, and shall cause said work to be constructed in accordance with the foregoing provisions and of permanent and substantial materials and in a good workmanlike manner.

Condemnation proceedings.

Commencement of construction.

Mississippi River. Storage reservoirs.

For continuing operations upon the reservoirs at the head waters of the Mississippi River, eighty thousand dollars, to be expended in accordance with the recommendations of the Chief of Engineers in his annual report for the year eighteen hundred and eighty-nine.

Above St. Anthonys Falls.

Improving the Mississippi River above Saint Anthony's Falls: Continuing improvement, eighteen thousand dollars.

Minneapolis to Des Moines Rapids.

Improving the Mississippi from the landing on the west bank below the Washington Avenue Bridge, Minneapolis, to the Des Moines Rapids: Continuing improvement, five hundred thousand dollars, of which sum thirty thousand dollars, or so much thereof as may be necessary, shall be expended by the engineers in charge in removing the sand-bars and other obstructions to navigation in the East Channel of the Mississippi River opposite the prairie, on which the city of Prairie du Chien, in the State of Wisconsin, is located, the same being between Minneapolis and Des Moines Rapids; of which sum also fifty thousand dollars shall be expended between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul and the Washington avenue bridge, Minneapolis, in dredging, removal of gravel, bowlders, and broken rock and the construction of dams and revet-

Distribution.

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ments; and in the discretion of the Secretary of War, the sum of five thousand dollars, or so much thereof as may be necessary, shall be expended in removing the bar in the river at Port Byron, in the State of Illinois; five thousand dollars at Burlington, Iowa, and two thousand dollars at Montrose, Iowa.

Des Moines Rapids Canal.

Improving the Mississippi River at Des Moines Rapids Canal: For completion of existing project, twenty-two thousand dollars.

To mouth of Illinois River.

Improving Mississippi River, from Des Moines Rapids to the mouth of the Illinois River, one hundred and sixty-five thousand dollars, out of which twenty-five thousand dollars shall be expended in continuing the dredging in Quincy Bay, in the State of Illinois, and the Secretary of War is authorized and directed to cause an examination and report to be made by a competent engineer upon the advisability of reopening Willow Slough, or some other channel, from the Mississippi River to Quincy Bay; and also fifteen thousand dollars of said sum shall be used in the rectification of the river at Clarksville, Missouri, as suggested in the report of Captain Ruffner; and also twenty-five thousand dollars of said sum, or so much thereof as may be necessary may be expended at the discretion of the Secretary of War to protect the banks of the river from erosion and prevent the destruction of the embankment of the Sny Island levee.

Distribution. Vol. 27, p. 107. *Post*, p. 638.

Examination and report.

To mouth of Ohio River.

Improving the Mississippi River, from the mouth of the Illinois River to the mouth of the Ohio River, and, at the discretion of the Secretary of War, the protection of the Illinois shore opposite the mouth of the Missouri River, four hundred thousand dollars, fifty thousand dollars of which shall be expended in completing the work at Alton, and fifty thousand dollars in improving the river at Saint Genevieve, in the State of Missouri.

Harbor at St. Louis, Mo.

Improving harbor at Saint Louis, Missouri, one hundred and eighty-two thousand dollars.

Head of Passes to Ohio River.

Pay, etc., of Mississippi River Commission.

Improving Mississippi River from the Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, three million two hundred thousand dollars, which sum shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, for the general improvement of the river, for the building of levees, for surveys, including the survey from the Head of the Passes to the head waters of the river, for the work at the harbors at Hickman, Kentucky, at New Madrid, Missouri, at Helena, Arkansas, at Greenville, Vicksburg, and Natchez, Mississippi, at New Orleans, Louisiana, at the head of the Atchafalaya and the mouth of the Red River, and at other localities, in such manner, to such extent, and in such proportion as in their opinion shall best promote the interests of commerce and

Objects.

Harbors at Hickman, Ky.; New Madrid, Mo.; Helena, Ark.; Greenville, Vicksburg, and Natchez, Miss.; New Orleans, La.; head of Atchafalaya, mouth of Red River, etc.

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Proviso. Limit of certain expenditures.

navigation: *Provided*, That the amount expended from such sum for work at the harbors aforesaid shall not exceed six hundred thousand dollars, and the amount expended at the head of the Atchafalaya and the mouth of Red River for the rectification thereof pursuant to the plan heretofore adopted, including keeping open a navigable channel through the mouth of Red or Old River into the Mississippi River shall not exceed two hundred and fifty thousand dollars.

Gasconade River, Mo.

Improving Gasconade River, Missouri: Continuing improvement, four thousand dollars.

Little River, Mo.

Improving Little River, Missouri, from Hornersville to its junction with the Saint Francis River: Completing improvement, three thousand dollars.

St. Francis River, Mo.

Improving Saint Francis River, from Greenville to the Arkansas line: Continuing improvement, ten thousand five hundred dollars; and the Secretary of War is hereby authorized to purchase the Cut-off Canal now owned and controlled by the Dunklin County Transportation Company of Dunklin County, Missouri, if, in his judgment, the interests of commerce require the purchase to be made, and the sum he finds to be reasonable for the purpose may be taken from the money herein appropriated.

Purchase of Cut-off Canal from Dunklin County Transportation Co.

Osage River, Mo.

Improving the Osage River, Missouri, fifty-five thousand dollars, of which sum five thousand dollars is to be used for snagging and fifty thousand dollars is to be used in commencing the construction of a lock and dam at or near the mouth of said river.

Black River, Mo.

Improving Black River, Missouri: Continuing improvement, seven thousand dollars.

Missouri River. Below Sioux City, Iowa. Expenses Missouri River Commission, etc. Distribution discretionary.

Improving Missouri River from its mouth to Sioux City, Iowa, inclusive, embracing office, clerical, traveling, and other expenses of the Missouri River Commission, surveys, permanent bench-marks, and gauges, eight hundred thousand dollars, to be expended by the Secretary of War in the systematic improvement of the river from its mouth up according to the plans and specification of the Missouri River Commission, to be approved by him in reaches to be designated by them: *Provided*, That in the discretion of the Commission such portion of said sum and of all unexpended balances from former appropriations during the last four years for the improvement of the Missouri River below Sioux City, or any part thereof, not exceeding two hundred and three thousand dollars, as they may deem proper shall be expended in the protection of harbors and localities on any part of the river within said limits.

Proviso. Discretionary protection of harbors, etc. Unexpended balances.

Above Sioux City. Discretionary expenditure.

Improving Missouri River between the foot of the Great Falls of the said river in Montana and Sioux City, three hundred thousand dollars, to be expended in the discretion of the Secretary of War, and he is authorized to use so much thereof as may be necessary for the providing of two ice harbors, to be located by him.

Ice harbors.

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Improving Sacramento and Feather Rivers, California: Continuing improvement, thirty thousand dollars. Sacramento and Feather rivers, Cal.

Improving Napa River, California: Completing improvement, ten thousand dollars. Napa River, Cal.

Improving San Joaquin River, California: Continuing improvement, seventy-five thousand dollars, of which sum twenty-three thousand seven hundred and fifty dollars, or so much thereof as may be necessary, shall be expended in closing Laird's Slough and Paradise Cut, and twenty-four thousand dollars, or so much thereof as may be necessary, shall be expended in dredging, and twenty-seven thousand two hundred and fifty dollars, or so much thereof as may be necessary, shall be expended for cutting off Head Reach. San Joaquin River, Cal.

Improving Pet-a-luma Creek in California: Continuing improvement, four thousand dollars. Petaluma Creek, Cal.

Improvement of Redwood Creek, California: To complete dredging, eight thousand dollars. Redwood Creek, Cal.

Improving canal at the Cascades, Oregon: Continuing improvement, four hundred and thirty-five thousand dollars. Columbia River, Oreg.

Improving Upper Columbia, including Snake River, Oregon and Washington: Continuing improvement, twenty thousand dollars.

Improving the mouth of Columbia River, Oregon: Continuing improvement, four hundred and seventy-five thousand dollars.

Improving Lower Willamette and Columbia Rivers in front and below Portland, Oregon: Continuing improvement, one hundred thousand dollars. Lower Willamette and Columbia rivers, Oreg.

Improving Willamette River above Portland, Oregon, eleven thousand dollars, of which sum five thousand dollars, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, for improvement of the river at Clackamas Rapids and Ross Island. Willamette River, Oreg.

Improving Coquille River, Oregon: Continuing improvement thirty thousand dollars, not exceeding three thousand dollars of which may, with the approval of the Chief of Engineers, be used for snagging. Coquille River, Oreg

Improving Umpqua River, Oregon: To complete, nine thousand dollars. Umpqua River, Oreg.

Improving the mouth of Siuslaw River, in Oregon: To commence construction of jetty, fifty thousand dollars. Siuslaw River, Oreg.

Improving Youngs and Klaskuine Rivers, in Oregon: To complete, one thousand six hundred dollars. Youngs and Klaskuine rivers, Oreg.

Improving Columbia River from the head of Rock Island Rapids to the foot of Priest Rapids, Washington, seventy thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, may be used in the survey of the Columbia River from the international boundary to Rock Island Rapids. Columbia River, Wash. Survey.

Improving Chehalis River, Washington: Continuing improvement, three thousand dollars. Chehalis River, Wash.

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Cowlitz River, Wash.

Improving Cowlitz River, Washington: Continuing improvement, eight thousand dollars.

Skagit, Stilaguamish, Nooksak, Snohomish, and Snoqualmie rivers, Wash.

Improving Shagit [Skagit], Stielaquamish, Nootsack, Snohomish, and Snowqualme Rivers, Washington: Continuing improvement, twelve thousand dollars.

Board to survey, etc., ship canal from lakes Union, Washington, and Samamish to Puget Sound.

The Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers of the United States Army, whose duty it shall be to select and survey the most feasible location, and estimate the expense of construction of a ship-canal to connect the waters of Lakes Union, Washington, and Samamish with Puget Sound; and the sum of ten thousand dollars, or as much thereof as may be necessary, is hereby appropriated for its expenses.

Two or more works may be in one contract, etc.
R. S., sec. 3717, p. 734, modified.
Vol. 25, p. 423.
Ante, p. 515.

SEC. 2. That nothing contained in section thirty-seven hundred and seventeen of the Revised Statutes of the United States, nor in section three of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, shall be so construed as to prohibit or prevent the cumulation of two or more works of river and harbor improvement in the same proposal and contract, where such works are situated in the same region and of the same kind or character.

SEC. 3. That section five of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows:

Regulations for navigation of South Pass, Mississippi River.
Vol. 25, p. 424, amended, etc.
Ante, p. 516.

That the Secretary of War be, and is hereby, authorized to make such rules and regulations for the navigation of the South Pass of the Mississippi River as to him shall seem necessary or expedient for the purpose of preventing any obstruction to the channel through said South Pass and any injury to the works therein constructed.

The term "South Pass," as herein employed, shall be construed as embracing the entire extent of channel between the upper ends of the works at the head of the Pass and the outer or sea end of the jetties at the entrance from the Gulf of Mexico; and any willful violation of any rule or regulation made by the Secretary of War in pursuance of this act shall be deemed a misdemeanor, for which the owner or owners, agent or agents, master or pilot of the vessel so offending shall be separately or collectively responsible, and on conviction thereof shall be punished by a fine not exceeding two hundred and fifty dollars or by imprisonment not exceeding three months, at the discretion of the court.

Punishment for violation.

Obstructions to navigation by bridges.

SEC. 4. That section nine of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows [*]:

Secretary of War to provide against.

That whenever the Secretary of War shall have good reason to believe that any railroad or other bridge now constructed, or which may hereafter be constructed over

*This section is amended by section 18 of the river and harbor act approved Mar. 3, 1899.

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any of the navigable water-ways of the United States is an unreasonable obstruction to the free navigation of such waters on account of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the draw-span of such bridge by rafts, steam boats, or other water-craft, it shall be the duty of the said Secretary, first giving the parties reasonable opportunity to be heard, to give notice to the persons or corporations owning or controlling such bridge so to alter the same as to render navigation through or under it reasonably free, easy, and unobstructed; and in giving such notice he shall specify the changes required to be made, and shall prescribe in each case a reasonable time in which to make them. If at the end of such time the alteration has not been made, the Secretary of War shall forthwith notify the United States district attorney for the district in which such bridge is situated, to the end that the criminal proceedings mentioned in the succeeding section may be taken.

Vol. 23, p. 148. *Ante*, p. 417. Vol. 25, pp. 424, 425, amended. *Ante*, p. 517. Vol. 30, p. 1153. *Post*, p. 890.

Notice of alterations.

Consequences of default.

SEC. 5. That section ten of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and reenacted so as to read as follows [a]:

That if the persons, corporation, or association owning or controlling any railroad or other bridge shall, after receiving notice to that effect as hereinbefore required from the Secretary of War and within the time prescribed by him, willfully fail or refuse to remove the same, or to comply with the lawful order of the Secretary of War in the premises such persons, corporation or association shall be deemed guilty of a misdemeanor and, on conviction thereof, shall be punished by a fine not exceeding five thousand dollars, and every month such persons, corporation, or association shall remain in default in respect to the removal or alteration of such bridge shall be deemed a new offense, and subject the persons, corporation, or association so offending to the penalties above prescribed.

Punishment for default in making alterations, etc. Vol. 23, p. 148. *Ante*, p. 417. Vol. 25, p. 425, amended, etc. *Ante*, p. 517. Vol. 30, pp. 1153, 1154. *Post*, p. 890.

SEC. 6. That it shall not be lawful to cast, throw, empty, or unlade, or cause, suffer, or procure to be cast, thrown, emptied, or unladen, either from or out of any ship, vessel, lighter, barge, boat, or other craft, or from the shore, pier, wharf, furnace, manufacturing establishments, or mills of any kind whatever, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, slag, cinders, ashes, refuse, or other waste of any kind, into any port, road, roadstead, harbor, haven, navigable river, or navigable waters of the United States which shall tend to impede or obstruct navigation, or to deposit or place or cause, suffer, or procure to be deposited or placed, any ballast, stone, slate, gravel, earth, rubbish, wreck, filth, slabs, edgings, sawdust, or other waste in any place or situation on the bank of any navigable

Obstructing navigation by deposits of refuse, etc., in navigable waters. Vol. 28, p. 363. *Post*, p. 712. Vol. 30, pp. 1152, 1153. *Post*, p. 888.

[a] This section is amended by section 18 of the river and harbor act approved Mar. 3, 1899.

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waters where the same shall be liable to be washed into such navigable waters, either by ordinary or high tides, or by storms or floods, or otherwise, whereby navigation shall or may be impeded or obstructed: *Provided*, That nothing herein contained shall extend or be construed to extend to the casting out, unlading, or throwing out of any ship or vessel, lighter, barge, boat, or other craft, any stones, rocks, bricks, lime, or other materials used, or to be used, in or toward the building, repairing, or keeping in repair any quay, pier, wharf, weir, bridge, building, or other work lawfully erected or to be erected on the banks or sides of any port, harbor, haven, channel, or navigable river, or to the casting out, unlading, or depositing of any material excavated for the improvement of navigable waters, into such places and in such manner as may be deemed by the United States officer supervising said improvement most judicious and practicable and for the best interests of such improvements, or to prevent the depositing of any substance above mentioned under a permit from the Secretary of War, which he is hereby authorized to grant, in any place designated by him where navigation will not be obstructed thereby [a].

Proviso.

Lawful deposits.

Deposits by permit.

SEC. 7. That it shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor-lines, or in any navigable waters of the United States where no harbor-lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters, and it shall not be lawful hereafter to commence the construction of any bridge, bridge-draw, bridge piers and abutments, causeway or other works over or in any port, road, roadstead, haven, harbor, navigable river, or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of the channel of said navigable water of the United States, unless approved and authorized by the Secretary of War: *Provided*, That this section shall not apply to any bridge, bridge-draw, bridge piers and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments, or other works, under an act of the legislature of any State, over or in any stream, port, roadstead, haven or

Obstructions by wharves, etc.

Vol. 25, p. 423.

Ante, p. 515.

Vol. 27, p. 110.

Post, p. 642.

Vol. 30, p. 1151.

Post, p. 886.

Vol. 32, p. 374.

Post p. 1009.

Construction of bridges, under State legislation.

Secretary of War to approve plans.

Alteration, etc., of channels.

Proviso.

Existing lawful bridges excepted.

No bridges, under State legislation, over waters not wholly in State.

[a] This section is amended by the river and harbor acts of Aug. 18, 1894 (secs. 6, 7, and 8), and Mar. 3, 1899 (secs. 13, 14, and 16).

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harbor, or other navigable water not wholly within the limits of such State [a].

Wrecks, etc., to be removed by Secretary of War. Vol. 21, p. 197. *Ante*, p. 330. Vol. 22, p. 208. *Ante*, p. 383. Vol. 30, pp. 1152, 1154. *Post*, pp. 889, 891.

SEC. 8. That all wrecks of vessels and other obstructions to the navigation of any port, roadstead, harbor, or navigable river, or other navigable waters of the United States, which may have been permitted by the owners thereof or the parties by whom they were caused to remain to the injury of commerce and navigation for a longer period than two months, shall be subject to be broken up and removed by the Secretary of War, without liability for any damage to the owners of the same [b].

Injuries to Government works, etc., in navigable waters. Vols. 28, p. 363; 30, p. 1152. *Post*, pp. 712, 888.

SEC. 9. That it shall not be lawful for any person or persons to take possession of or make use for any exclusive purpose, or build upon, alter, deface, destroy, injure, obstruct, or in any other manner impair the usefulness of any sea-wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide-gauges, surveying-stations, buoys, or other established marks, nor remove for ballast or other purposes any stone or other material composing such works [c].

No unlawful obstructions to be created or continued. Vol. 30, pp. 1151, 1153. *Post*, pp. 886, 887, 889.

SEC. 10. That the creation of any obstruction, not affirmatively authorized by law, to the navigable capacity of any waters, in respect of which the United States has jurisdiction, is hereby prohibited. The continuance of any such obstruction, except bridges, piers, docks and wharves, and similar structures erected for business purposes, whether heretofore or hereafter created, shall constitute an offense and each week's continuance of any such obstruction shall be deemed a separate offense. Every person and every corporation which shall be guilty of creating or continuing any such unlawful obstruction in this act mentioned, or who shall violate the provisions of the last four preceding sections of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court, the creating or continuing of any unlawful obstruction in this act mentioned may be prevented and such obstruction may be caused to be removed by the injunction of any circuit court exercising jurisdiction in any district in which such obstruction may be threatened or may exist; and proper proceedings in equity to this end may be insti-

Separate offenses.

Punishment for violation.

Prevention, etc., by injunction.

Jurisdiction.

Procedure.

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[a] This section is amended by the river and harbor acts approved July 13, 1892 (sec. 3), Mar. 3, 1899 (secs. 9 and 10), and June 13, 1902 (sec. 10).

[b] This section is amended by sections 15, 19, and 20 of the river and harbor act approved Mar. 3, 1899.

[c] This section is amended by section 14 of the river and harbor act approved Mar. 3, 1899.

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tuted under the direction of the Attorney-General of the United States [a].

Enforcement. Vol. 30, p. 1153. *Post*, p. 890.

SEC. 11. That it shall be the duty of officers and agents having the supervision, on the part of the United States, of the works in progress for the preservation and improvement of said navigable waters, and, in their absence, of the United States collectors of customs and other revenue officers to enforce the provisions of this act by giving information to the district attorney of the United States for the district in which any violation of any provision of this act shall have been committed: *Provided*, That the provisions of this act shall not apply to Torch Lake, Houghton County, Michigan [b].

Proviso. Torch Lake exempted.

Harbor lines. Vol. 24, p. 329. *Ante*, p. 462. Vol. 25, p. 425, amended. *Ante*, p. 518. Vol. 28, p. 364. *Post*, p. 713. Vol. 30, p. 1151. *Post*, p. 887

SEC. 12. That section twelve of the river and harbor act of August eleventh, eighteen hundred and eighty-eight, be amended and re-enacted so as to read as follows [c]:

Where it is made manifest to the Secretary of War that the establishment of harbor-lines is essential to the preservation and protection of harbors, he may, and is hereby authorized, to cause such lines to be established, beyond which no piers, wharves, bulk-heads or other works shall be extended or deposits made, except under such regulations as may be prescribed from time to time by him; and any person who shall willfully violate the provisions of this section, or any rule or regulation made by the Secretary of War in pursuance of this section, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding one year, at the discretion of the court for each offense.

Punishment for violation.

Snag boats on Ohio River.

SEC. 13. That for the purpose of securing the uninterrupted work of operating snag-boats on the Ohio River and removing snags, wrecks, and other obstructions in said river, the Secretary of War, upon the application of the Chief of Engineers, is hereby authorized to draw his warrant or requisition from time to time upon the Secretary of the Treasury for such sums as may be necessary to do such work, not to exceed in the aggregate for each year the sum of twenty-five thousand dollars [d]; *Provided, however*, That an itemized statement of said expenses shall accompany the annual report of the Chief of Engineers.

Appropriation for, made permanent. Vol. 29, p. 234. *Post*, p. 791.

Proviso.

Report.

Des Moines Rapids Canal dry dock.

SEC. 14. That the dry dock constructed at the Des Moines Rapids Canal under the provisions of acts of Congress approved August second, eighteen hundred and

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[a] This section is amended by sections 12 and 16 of the river and harbor act approved Mar. 3, 1899.

[b] This section is amended by section 17 of the river and harbor act approved Mar. 3, 1899.

[c] This section is amended by the river and harbor acts of Aug. 18, 1894 (sec. 9), and Mar. 3, 1899 (sec. 11).

[d] Section 3 of the river and harbor act of June 3, 1896, amends this section by increasing the appropriation to $50,000.

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eighty-two, July fifth, eighteen hundred and eighty-four, August fifth, eighteen hundred and eighty-six, and August eleventh, eighteen hundred and eighty-eight, shall be considered an integrant part of the Des Moines Rapids Canal, and the act of Congress approved March third, eighteen hundred and eighty-one, which provides for expenses of operating and care of Des Moines Rapids and other canals, and the act of Congress approved July fifth, eighteen hundred and eighty-four, which provides penalties for violation of rules and regulations prescribed by the Secretary of War, shall also apply to the said dry-dock.

Vols. 22, p. 204; 23, p. 146; 24, p. 328; 25, p. 421. *Ante*, pp. 377, 412, 460, 511. Vol. 21, p. 478. *Ante*, p. 347.

Operating expenses.

Vols. 23, pp. 147, 148; 25, p. 497; 28, p. 362; 32, p. 374. *Ante*, pp. 415, 416, 533; *post*, pp. 711, 1009.

Violation of rules, etc.

* * * * *

Morgan Cut and Canal, Galveston Bay, Tex., free to navigation, etc.

SEC. 16. That whereas the United States, in compliance with its obligation to the Buffalo Bayou Ship-Channel Company, has constructed a ship-channel through Galveston Bay from the Bolivar Channel to the channel constructed by said Buffalo Bayou Ship-Channel Company, known as Morgan's Cut, for vessels of twelve feet draught, it is therefore declared that the ship-channel through Galveston Bay from Bolivar Channel to the point where the San Jacinto River enters what is known as the Morgan Channel, excavated through Morgan's Point, is now the property of the United States and is declared to be free to navigation; and the Secretary of War is hereby directed to keep said ship-channel free to navigation: *Provided*, That the Secretary of War shall first ascertain by a Commission of United States Engineers to be by him designated for that purpose, and whose report shall be subject to his approval, the present value of any portion of said channel which may have been constructed by the Buffalo Bayou Ship Channel Company, agreed to be paid for by the United States in the act of Congress of March third, eighteen hundred and seventy-nine, but in appraising the value thereof no account shall be taken of the charter granted to said Company by the Legislature of Texas, or of any franchise right claimed thereunder, and the amount so ascertained and certified to be correct by the Secretary of War shall be paid to said Buffalo Bayou Ship Channel Company, and is hereby appropriated[a] out of any money in the Treasury not otherwise appropriated.

Proviso.

Engineer Commission to report value.

Vol. 20, pp. 367, 368. *Ante*, p. 291.

Ascertainment of value.

Payment. Appropriation.

SEC. 17. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the estimated cost of improvement to be estimated, at the following localities, to wit:

Surveys.

ARKANSAS.

Arkansas.

Clarendon and the lower White River, to determine the effect of back water from the Mississippi River and its cause, and the means and cost of preventing injury therefrom.

[a] Under the provisions of this act $92,316.85 was paid said company for Morgan Cut and Canal.

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Arizona.

ARIZONA.

Colorado River above Yuma to Eldorado Canyon, to determine the advisability and probable cost of improving said river.

Alabama.

ALABAMA.

Sucarnochee River, from its mouth to the Mobile and Ohio Railroad Bridge.

Mouth of Gunter's Creek at Guntersville, with the view of ascertaining the practicability and approximate cost of so improving the same as to secure a safe landing above high water mark.

Alabama River, to ascertain cost of securing a six foot channel at low water from mouth to Wetumpka.

California.

CALIFORNIA.

Sacramento and Feather Rivers, to be considered by a board of three United States engineers, with a view to project for future improvement.

San Rafael River.

San Simeon Bay.

Alviso Harbor and straightening, deepening, and improving of Alviso Creek.

Harbor of refuge at Santa Cruz.

Improving and straightening Redwood Creek.

Mokelumne River, for snagging.

Redondo Beach Harbor.

Connecticut.

CONNECTICUT.

Connecticut River, from Long Island Sound to Hartford, with a view to such improvement as will keep the channel from shifting its course at certain places.

Shaw's Cove, New London Harbor.

Connecticut River below Hartford.

Saugatuck River.

Stamford Harbor, Stamford.

Cos Cob or Miamus River.

Stony Creek River at Stony Creek.

Delaware.

DELAWARE.

Murderkill River.

Broad Creek River.

Mispillion River, with a view of cutting a canal so as to shorten the distance to the bay, and making an outlet in the bay which would furnish deeper water.

North Dakota.

NORTH DAKOTA.

Creel's Bay, Totten Bay, and Minnewauken Shoals, in Devil's Lake, with an estimate of the cost of improving the same by dredging or otherwise, so as to re-establish the navigation of said lake.

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NORTH DAKOTA AND MINNESOTA.

North Dakota and Minnesota.

Red River of the North, with a view of improving the navigation of the same by the construction of a lock and dam at Goose Rapids in said River.

FLORIDA.

Florida.

Charlotte Harbor.

Peace River.

Channel lying north and west of the town of Cedar Keys, known as Boat or Number Four Channel.

Indian River between Titusville and Jupiter Inlet.

Saint John's River, from Jacksonville to Sanford, to obtain an estimate of the cost of deepening the channel so as to secure navigation for ocean steamers, and to report separately the cost of opening the channel of the river in the vicinity of Orange Mills.

The upper part of the Saint John's River from Lake Monroe southward, or in a southerly direction through the river and connecting lakes to the head of steam-boat navigation.

St. Augustine, for improvement of channel so as to make a deep sea channel over the outer and inner bars.

GEORGIA.

Georgia.

Chattahoochee River, Georgia and Alabama, between West Point and Franklin.

The Inside Route between Savannah, Georgia, and Fernandina, Florida, with a view of obtaining a steamboat channel of seven feet depth at mean low water.

The Inside Route between Doboy and Sopelo [Sapelo], with a view of making the same navigable for sea-going vessels.

Brunswick Outer Bar, to determine the feasibility and cost of deepening the same to twenty-six feet at ordinary high water.

Yellow River from the Railroad Bridge near Covington to the Ocmulgee with a view of obtaining a steamboat channel of five feet deep at mean low water.

ILLINOIS.

Illinois.

Mississippi River at Warsaw, Illinois, with a view of removing bar.

Slough at Hamilton [a], with a view to dredging out the same.

Illinois River from La Salle to the Mississippi River, as recommended by Captain W. L. Marshall, corps of engineers, in his report dated March ten, eighteen hundred and ninety, with a view to ascertaining what lands would be subject to overflow by the construction of a navigable waterway between Lake Michigan and the Mississippi River, but not more than twenty-five thou-

[a] The report upon this item had reference to the main slough in Mississippi River at Hamilton.

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sand dollars of the money appropriated for surveys shall be allotted to this river.

Indiana.

INDIANA.

Wabash River from Terra Haute to La Fayette with a view of removing obstructions of snags and bars and re-establishing the navigation of said river between these cities.

With a view to improving the Ohio River, between the mouth of Green River, in the State of Kentucky, and the city of Evansville, in the State of Indiana, and confining the waters of the first named river within its present channel, and preventing danger to navigation from any changes therein, the Secretary of War is hereby authorized and directed to make, or cause to be made under his direction a complete survey of the Ohio River between the points named, together with full estimates of any expenditures that may be necessary to prevent any injuries or threatened injuries to its permanent use and navigation.

Idaho.

IDAHO.

The Upper Snake River, between the Huntington Bridge and Seven Devils Mining District in Idaho, with a view of overcoming obstructions to steam-boat navigation.

Iowa.

IOWA.

Mississippi River at and above Clinton, Iowa, with view of removing bars north of Little Rock Island.

Kentucky.

KENTUCKY.

Russel's Fork of the Big Sandy River with the view of removing obstructions from the same.

Harbor of Owensboro, Kentucky, on the Ohio River.

Harbor of Smithland [a], Kentucky.

Kentucky and Tennessee.

KENTUCKY AND TENNESSEE.

Mississippi River from high water mark Lake County, Tennessee, to high water mark Fulton County, Kentucky, north and west of Reef Foot [Reelfoot] Lake to ascertain if navigation of the River may not be improved by restraining the flow of water into said Lake, and adjoining low lands.

Green River, Kentucky, above the mouth of Big Barren River, completing survey with a view of extending slack-water navigation on Green River.

Big Barren River, Kentucky, above Bowling Green, with a view of extending slack-water navigation by additional locks and dams.

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[a] Smithland is situated on the Kentucky Chute channel of the Ohio River just below the mouth of the Cumberland.

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LOUISIANA. Louisiana.

Bayou Terre Bonne from Houma to Thibodeaux.
Bayou Black [a] to connect with Terre Bonne.
Berwick's Bay to the Gulf, with a view of obtaining a deeper channel.
Bayou Teche from Saint Martinsville to Port Barre.
Bayou Vermillion, bay and passes.
Bayou Black [b] for connection between Calcasieu Lake and Sabine Lake.
Bayou Des Glaises, with a view of clearing the stream of obstructions from the Atchafalaya River to Cottonport.
Mermenton [Mermentau] River, including its tributaries and course through Lake Arthur and Grand Lake to the Gulf of Mexico.
Bayou Cocodrie, in Saint Landry Parish.
Cane River, with a view of improving the same by locks and dams for the purpose of giving permanent navigation the year round.
Shoals on Lake Ponchartrain near the Rigolets, known as the "Middle Ground," with a view of dredging a channel ten feet deep and revetting sides of the same.
Bayou Castor.
Bayou Chevreuil and Bayou Tigre from Lake Des Allemands to points near Vacherie, Chigby and Malagay settlements in Saint James Parish for removal of bars and other obstructions to navigation.

MARYLAND. Maryland.

La Trappe.
Turner's Creek.
Rock Hall Harbor.
Nanticoke River, the northwest fork of the same.
Linchester River.
Patapsco River, from the Craighill channel to the sugar refinery wharves, Curtis Bay.
Susquehanna River, above Havre de Grace.
Broad Creek.
Warwick [River].
Piscataway Creek.
Saint Leonard's Creek.
Newport Creek, head of Wicomico River, Charles County.
Smith's Creek.
Eastern Branch [Anacostia River] of the Potomac River, including that portion in District of Columbia.
Saint Jerome Bay.

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[a] Empties into Bayou Bœuf, which latter discharges into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.
[b] Empties into the East Pass of Sabine River.

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Massachusetts.

MASSACHUSETTS.

Canapitsit channel between the island of Cuttyhunk and Neshawana, with a view of deepening the same and clearing the channel from obstructions to navigation.

Menemsha Bite, an outlet into Vineyard Sound on the north shore of the island of Martha's Vineyard, with a view of preventing the closing of said inlet.

Kingston Harbor, with a view to its improvement.

Town River.

Shoals at the mouth of North River [a], with a view of removing the same and other obstructions.

North River, Salem, from Beverly bridge to the North street bridge.

Mystic River, and the Malden River, a tributary of the Mystic, from the bridge of the Boston and Maine Railroad, eastern division, to the head of navigation on said rivers.

Weymouth Back River.

Essex River.

Maine.

MAINE.

Kennebec River, from Waterville to steam-boat wharf at Augusta, Maine.

Sullivan Falls, Hancock County, Maine, with a view to its improvement for navigation.

Lubec channel.

Harbor of Bluehill, with especial reference to the removal of the ledges known as Middle Ground, eastern and western.

Penobscot River.

Pepperell Cove, forming the eastern boundary of Portsmouth Lower Harbor.

Michigan.

MICHIGAN.

Sebewaing River, with a view of deepening the channel from the mouth to the village of Sebewaing to the depth of eight feet.

Corsica Shoal, situated at the lower end of Lake Huron, near the entrance to the Saint Claire River, with a view to its removal.

The American channel of the Detroit River, beginning at the western boundary of the city of Detroit, and from thence continuously in American waters to Lake Erie, with a view to deepening said channel to the same depth as has been attained and is contemplated under present plan in the Canadian channel of said river, the said survey to be made in the channel of said river fronting the towns of Springwells, Ecorse, Monquagon, and Brownstown, and the American shore of said river to such a

[a] The report upon this item related to the stream of this name that flows between Hanover, South Scituate, and North Marshfield.

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point in Lake Erie as may be necessary to reach a proper depth of water in said lake to correspond with the increased depth of the river contemplated by this bill.

Rouge River, with a view of locating and constructing basin in said river, at a point on the same within four miles of its junction with the Detroit River, convenient for the turning and anchoring of vessels in the same.

Ship-channel twenty feet in depth and of a suitable width in the shallows of the connecting waters of the lakes between Chicago, Duluth, and Buffalo.

Grand River, below Grand Rapids, with a view of determining the existence or non-existence of underlying rock, the hydraulics of the river and the detailed topography of the valley subject to overflow.

Re-survey and re-location of harbor line in Portage Lake, Houghton County, Michigan, in conformity with the provisions of recent law.

MINNESOTA. Minnesota.

Red River and tributaries above Fergus Falls and Crookston, and of Big Stone Lake, with a view to improving navigation thereon by the erection of suitable dams or by such other means as may be deemed best, together with an estimate of the cost.

The Saint Louis River from Grassy Point in Saint Louis Bay to Fond du Lac, or the State line between Minnesota and Wisconsin.

MISSOURI. Missouri.

Current River, from Van Buren, Missouri, to its mouth.

Missouri River, from the old mouth of the Platte River, Little Point, to a point opposite the city of Leavenworth. Also of the river at the city of Weston, Missouri, with a view of returning said river to its ancient channel, and the best plan of accomplishing the same.

MONTANA. Montana.

Missouri River, between Sioux City and Fort Benton.

Missouri River, between Great Falls and canyon next below Stubbs Ferry.

Tongue River, with a view of determining the practicability and approximate cost of straightening the channel of said river, immediately west of Miles City and north of the Northern Pacific railroad track.

Nebraska and South Dakota, Missouri River from the mouth of the Big Sioux River to the north line of the State of South Dakota.

Yellowstone River, from its mouth to the mouth of Tongue River.

Clark's Fork of the Columbia River (by whatever name called) from the international boundary line to the

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mouth of the Big Blackfoot River, in the State of Montana [a].

New York.

NEW YORK.

Buttermilk channel and Gowanus Bay channels in New York Harbor, with a view of straightening the same by removing the shoals opposite the southeast side of Governor's Island, protecting the channels by a seawall on Governor's Island, and to provide for the full width thereof a uniform depth of twenty-six feet at mean low water throughout these channels along the wharves of Brooklyn from a point opposite Wall Street Ferry to the foot of Bryant Street, Brooklyn.

Bay Ridge channel, with a view of removing the shoal and providing a uniform depth of twenty-three feet at mean low water opposite the Bay Ridge shore to the twenty-three-foot curve in the New York harbor.

Hudson River at Cornwall from the Moodna River, otherwise known as Murderer's Creek, to the channel or deep water of the Hudson River.

Inner Bay near mouth of Saranac River at Plattsburgh, for harbor of refuge.

Sag Harbor, Suffolk County, for breakwater.

Princess Bay, Staten Island, for breakwater.

Peconic River, Suffolk County, and Mattituck Bay, Suffolk County, for breakwater.

From Main channel from Jamaica Bay easterly to Long Beach Inlet, for canal.

Champlin's Creek, in town of Islip.

That the Secretary of War is authorized and directed to appoint a board of three officers of the Corps of Engineers, United States Army, whose duty it will be to thoroughly examine the obstructions to navigation in the Hudson River, between New York City and the State dam at Troy, New York, and report a project and estimate of the cost of widening and deepening said river between New York City and the city of Albany, and also between New York City and the State dam at the city of Troy for the navigation of sea-going vessels drawing twenty feet of water, and also a separate estimate of the expense of improving the river between Coxsackie and the State dam at Troy, to such an extent as to secure a navigable channel twelve feet deep at mean low water. Said board shall accompany their report with a statement as to the usefulness of such improvements and of their relations and value to commerce, and of the advisablity of entering upon the same at this time; and the Secretary of War shall transmit said reports to Congress with his own views and those of the Chief of Engineers United

[a] The following-named streams are included in this description: Pend Oreille River (international boundary to Lake Pend Oreille) and Lake, Clark Fork of the Columbia (Pend Oreille Lake to Missoula River), and Missoula and Hell Gate rivers.

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States Army thereon, and the expenses of said board shall be paid out of the appropriation made in this act for the improvement of the Hudson River, not to exceed ten thousand dollars.

Boquet River, from mouth on Lake Champlain to Willsborough, New York.

Bronx River.

Port Day above Niagara Falls.

Westchester Creek, Westchester and New York Counties.

NEW JERSEY. New Jersey.

Hackensack River, from below the Newark and New York Railroad Bridge, on Newark Bay, to the town of Hackensack.

Pensauken Creek.

Tom's River.

Little Egg Harbor Bay and Inlet including Great Bay with reference to establishing a harbor of refuge.

Sound between Barnegat Bay and Great Egg Harbor Bay.

Shark River.

Goshen Creek.

Cape May City, for breakwater.

Thoroughfare from Cape May to the Great Bay north of Atlantic City.

NORTH CAROLINA. North Carolina.

Water-way from Pungo River to the town of Sladesville.

North-West River up to Moyock.

Drum Inlet.

Water-way between Pamlico River and Bay River.

White Oak River from Roberts' Landing to Collins Crossing.

Harbor of Washington, Pamlico River.

OHIO. Ohio.

Conneant [Conneaut] Harbor.

Grand River between Richmond and the mouth.

OREGON. Oregon.

Tillamook Bay and Bar.

Alsea Bay and River.

Coos Bay, for improving upper harbor by removal of shoals and in dredging.

The Lower Willamette and Columbia Rivers, with a view of securing twenty-five feet at low water from Portland to the mouth of the Columbia.

The Yamhill River from its mouth to McMinnville, with a view of improving the same by removing snags and other obstructions.

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Willamette River, deepening channel on west side of Swan Island, improvement of navigation at Clackamas Rapids and Ross Island and near city of Corvallis.

Lower Columbia River, on south side, between Astoria and Wood's Landing for snagging.

Young's Bay channel from the ship channel of the Columbia River to the head of Young's Bay, a distance of one and one-half miles, with a view to improving the same by dredging, so as to secure a depth of eighteen feet at low tide.

Lewis and Clarke's River, for snagging.

Coquille River, for deepening channel from Coquille City to Myrtle Point to four feet at mean low depth.

Pennsylvania.

PENNSYLVANIA.

Delaware Bay, with a view of determining the best site near the mouth of the same for a National harbor of refuge suitable for deep draught vessels. The examination to be made by a commission of three engineer officers, who will make the examination and submit to the Secretary of War a report thereon with a project and estimate of cost of construction of such a harbor of refuge.

The West Branch of the Susquehanna River in the State of Pennsylvania, in order to ascertain if the navigation of said river can be materially and permanently improved by the construction of embankments or otherwise; such survey also to be made with a view of ascertaining the best practicable method of confining the waters of said river in times of great flood, to the general course of its channel.

Tionesta, from the town of Tionesta, to the village of Balltown, with a view to the improvement and the removal of obstructions.

Rhode Island.

RHODE ISLAND.

Watch Hill Cove, in Little Narragansett Bay.

Narragansett Bay Channel between Starve Goat Island and the main land, with a view of deepening the same.

Newport Harbor, South of Goat Island, with a view to the removal of the Spit at the south end of the Island.

South Carolina.

SOUTH CAROLINA.

Wateree River from Camden to the falls of the Catawba, also of the bend or curve in said river about four miles below Camden between the plantations of Witte and Williams to determine if it is advisable in the interest of navigation to make a cut off across the neck of said bend.

Black River, from Kingstree to its mouth.

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TENNESSEE. Tennessee.

Obion River, from its mouth to the crossing of the Louisville and Memphis Railroad in Obion County.

Little Pigeon River from mouth to Sevierville.

Memphis Harbor, especially for the removal of the bar forming opposite the upper part of the city or the prevention of the river bank taking the form that the natural forces are now giving it.

TEXAS. Texas.

Brazos River from its mouth to Waco.

Sabine River from where said river empties in Sabine Lake to Sudduth's Bluff, on said Sabine River.

Survey to remove obstructions at mouth of Double Bayou in Chambers County, to remove obstructions.

Colorado River, with a view of removing raft at mouth of same.

Saint Charles Bay, with a view of removing obstructions at mouth of same.

Aransas Bay, to remove Half-Moon reef.

West Galveston Bay, from Christian's Point, with a view of reopening the channel through West Bay.

Trinity River from its mouth to Dallas.

VIRGINIA. Virginia.

Water-way to connect Lynn Haven Bay with Eastern Branch of Elizabeth River.

Potomac Creek.

Chickahominy River, from Holly Landing to Long Bridge.

Tangier Harbor [a].

Wicomico River [b].

Nottoway River, from mouth of river to Courtland.

West Neck River, to and beyond Dozier's Bridge.

Western Branch of Elizabeth River.

Upper Machodoc Creek.

Crane's Creek.

Nandua Creek.

Piscataway Creek.

WEST VIRGINIA. West Virginia.

Elk River, with a view of improving the same by locks and dams.

WASHINGTON. Washington.

Nooksack River, Skagit, Snohomish, D'Wamish, Black, Puyallup, Nasel, North, Gray's, Deep, Skamakawa, and Crooked Rivers.

Gray's Harbor and Bar, and extending up Chehalis River to Montesano.

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[a] Known also as Cod Harbor.

[b] The report on this item had reference to the Great Wicomico.

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Gray's River, for snagging.

Swinomish Slough, with the view of constructing a ship channel through the same, connecting Saratoga Passage Skagit Bay with Padilla Bay, and to report the most suitable and feasible plan for making such improvement, with the cost of the same.

Shoalwater [Willapa] Bay, from and including its entrance, to South Bend, about two miles up the Willapah River, and from said South Bend, about ten miles up said river, to Woodward's Landing [a], with a view to improving the same for navigation.

Olympia Harbor, from deep water in Budd's Inlet to Fourth Street Bridge in the city of Olympia, and separately from said bridge to the mouth of the Des Chutes River at Tumwater, and to report as to the most practical and convenient channel and the most feasible, economical, and suitable plan for improving the same for navigation by the class of vessels employed on Puget Sound, and also to cause to be made an estimate of the cost of each of such improvements.

Columbia River, from the mouth of Willamette River to the upper limits of the city of Vancouver, with a view of establishing a ship-channel.

For a ship channel between Port Townsend Bay, Puget Sound and Oak Bay.

Wisconsin.

WISCONSIN.

Allonez [Allouez] Bay at the west end of Lake Superior, also the Nemadji River for a distance of four miles above its mouth, with a view of determining the best method of improving and making them available as a portion of the harbor system of the city of Superior.

Harbor at Hudson, with a view to prevent the city being cut off from the navigable channel of the Saint Croix Lake, as a result of the Government dike now constructed at that point, and with a view to the feasibility of conducting the waters of Willow River past the city of Hudson into the navigable channel of the lake.

Virginia and Maryland.

VIRGINIA AND MARYLAND.

Potomac River, up to the City of Washington, with the view of removing obstructions and deepening the channel.

Appropriation for surveys, etc.

SEC. 18. That for examinations, surveys, and contingencies, and for incidental repairs, for which there is no special appropriation, for rivers and harbors two hundred and twenty-five thousand dollars: *Provided*, That no survey shall be made of any harbors or rivers until the Chief of Engineers shall have directed a preliminary examination of the same by the local engineer in charge

Provisos. Preliminary examination to be made before survey.

[a] The city of Willapa is situated at this point.

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of the district, or an engineer detailed for the purpose and such local or detailed engineer and the division engineer of the locality shall report to said Chief of engineers whether, in their opinion, said harbor or river is worthy of improvement, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce; and it shall be the duty of the Chief of Engineers to direct the making of such survey, if, in his opinion, the harbor or river proposed to be surveyed be worthy of improvement by the General Government; and he shall report to the Secretary of War the facts, and what public necessity or convenience may be subserved thereby, together with the full reports of the local engineer: *And Provided further*, That no survey for new works other than those designated by law shall be made and the Government shall not be deemed to have entered upon any project for the construction or improvement of any water-way, harbor, or canal mentioned in this act unless or until the work of construction shall have been actually appropriated for. Said reports of preliminary examinations and surveys shall be made to the House of Representatives, and are hereby ordered to be printed when so made.

Canal, etc., projects.

Reports of preliminary examinations to be printed, etc.

Approved, September 19, 1890.

CHAP. 1002.—An Act To authorize the Texas-Mexican Electric Light and Power Company to erect wires across the Rio Grande River at Eagle Pass, Texas.

Sept. 27, 1890. Vol. 26, p. 495.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas-Mexican Electric Light and Power Company, a corporation organized and created under and by virtue of the laws of the State of Texas, be, and is hereby, authorized and empowered to construct, own, maintain, and operate its wires across the Rio Grande River between the city of Eagle Pass, in the State of Texas, and the city of Porfirio Diaz, formerly known as Piedras Negras, in the State of Coahuila, in the Republic of Mexico, at such point as may be most convenient to said corporation: *Provided*, That said wires shall not interfere with the free navigation of said river, and in case of any litigation arising from an obstruction or alleged obstruction to the free navigation thereof, caused or alleged to be caused by said wires, the case may be tried before the district court of the United States for the western district of Texas: *And provided also*, That Congress reserves the right to withdraw the power and authority conferred by this act in case the free navigation of the river shall at any time be substantially or materially obstructed by said wires, or for any other reason, and

Texas-Mexican Electric Light and Power Co. may wire Rio Grande River at Eagle Pass, Tex.

Wires.

Location.

Provisos.

Unobstructed navigation.

Litigation.

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Removal, etc., of wires.

Amendment, etc.

Consent of Mexican authorities, etc.

to direct the removal of said wires, or necessary modifications thereof, at the cost and expense of the owners of said wires; and Congress may at any time alter, repeal, or amend this act: *And provided further*, That the consent of the Mexican state of Coahuila and of the proper authorities of the Republic of Mexico shall have been obtained before the construction of said wires shall be commenced.

Approved, September 27, 1890.

Sept. 29, 1890. Vol. 26, p. 683.

[No. 56.] Joint Resolution To correct an error in the Act entitled "An Act making appropriations for the construction, repair and preservation of certain public works on rivers and harbors, and for other purposes," approved, September nineteenth, eighteen hundred and ninety.

Illinois River.

Amount appropriated for improving, corrected.

Vol. 26, p. 449.

Ante, p. 575.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section one of the act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved September nineteenth, eighteen hundred and ninety, be, and the same is hereby, amended so that the clause making appropriation for the improvement of Illinois River, Illinois, shall read, "Improving Illinois River, Illinois: Continuing improvement, two hundred thousand dollars."

Approved, September 29, 1890.

Sept. 30, 1890. Vol. 26, p. 502.

CHAP. 1122.—An Act To authorize the Eagle Pass Water Supply Company and the Compania Proveedora de Aguas de Ciudad Porfirio Diaz to connect their water works communications across the Rio Grande River at Eagle Pass, Texas.

Eagle Pass Water Supply Co. and the Compañia Proveedorra de Aguas de Ciudad Porfirio Diaz, may connect their water works, etc., across Rio Grande River at Eagle Pass, Tex.

Location.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Eagle Pass Water Supply Company, a corporation organized and created under and by virtue of the laws of the State of Texas, and the Compania Proveedora de Aguas de Ciudad Porfirio Diaz, created under and by virtue of the laws of the State of Coahuila, one of the States of the Republic of Mexico, be, and are hereby, authorized and empowered to construct, own, maintain, and operate their water connection by tubes, or otherwise, across the Rio Grande River, between the city of Eagle Pass, in the State of Texas, and the city of Porfirio Diaz, formerly known as Piedras Negras, in the State of Coahuila, in the Republic of Mexico, as may be most convenient to said corporations: *Provided*, That said connection shall not interfere with the free navigation of said river; and in case of any litigation arising from an

Provisos.

Unobstructed navigation.

Litigation.

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obstruction, or alleged obstruction, to the free navigation thereof, caused, or alleged to be caused, by said connection of their water-pipes or hydraulic connections, the case may be tried before the district court of the United States for the western district of Texas: *And provided, also*, That Congress reserves the right to withdraw the power and authority conferred by this act in case the free navigation of the river shall at any time be substantially or materially obstructed by said connections or pipes, or for any other reasons, and to direct the removal of said pipes or connections, or necessary modifications thereof, at the cost and expense of the owners of said pipes or connections, and Congress may at any time alter, repeal, or amend this act: *And provided further*, That the consent of the Mexican State of Coahuila and of the proper authorities of the Republic of Mexico shall have been obtained before the establishment of said pipes and connections.

Jurisdiction.

Removal of pipes, etc.

Amendment, etc.

Consent of Mexican authorities.

Approved, September 30, 1890.

CHAP. 1126.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety, and for prior years, and for other purposes.

Sept. 30, 1890. Vol. 26, p. 504.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety, and for prior years, and for other objects hereinafter stated, namely:

Deficiencies appropriations.

* * * * *

MISSISSIPPI RIVER COMMISSION: For salaries of the Commission, five thousand six hundred and twenty-five dollars.

Mississippi River Commission.

* * * * *

FOX AND WISCONSIN RIVERS IMPROVEMENT.

Fox and Wisconsin rivers improvement.

To pay in full the amounts certified by the Attorney General in Senate Executive Documents numbered Forty-two and Ninety-nine, Fifty-first Congress, first session, to be due the several commissioners for services and expenses in ascertaining the flowage damages caused by improvements of the Fox and Wisconsin Rivers, in the State of Wisconsin, as follows:

To Commissioner Joseph C. Burdick, six thousand eight hundred and forty-two dollars and fifty cents;

Payment to Commissioners.

To Commissioner J. Volney Swetting, four thousand three hundred and forty-seven dollars;

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To Commissioner B. L. Cornish, six thousand seven hundred and eighty-five dollars;

To Commissioner Samuel Vincent, three thousand one hundred and five dollars;

To Commissioner J. W. Watson, two thousand eight hundred and forty dollars and fifty cents;

To Commissioner Franklin Bowen, two thousand three hundred and thirty-four dollars and fifty cents;

To Commissioner Otis F. Chase, one thousand six hundred and thirty-three dollars;

To Commissioner William Decker, two thousand four hundred and seventy-two dollars and fifty cents;

To Commissioner W. F. S. Root, two thousand one hundred and sixteen dollars;

To Commissioner George H. Buckstaff two thousand eight hundred and eighty-six dollars and fifty cents; in all, thirty-five thousand three hundred and sixty-two dollars and fifty cents.

E. E. Chapin, rent.

To pay E. E. Chapin for rent of office for use of the special assistant United States attorney appointed to represent the Government in the Fox and Wisconsin River suits, and the Government commissioners, from June thirtieth, eighteen hundred and eighty-six, and January first, eighteen hundred and ninety, at the rate of two hundred and twenty-five dollars per annum, seven hundred and eighty-seven dollars and fifty cents.

Payment of judgments and awards.

Vol. 18, p. 506.

Ante, p. 252.

For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin Rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General in compliance with Senate resolution of August first, eighteen hundred and ninety, in Senate Executive Document Numbered Two hundred and six, Fifty-first Congress, first session, one hundred and twenty thousand four hundred and two dollars and seventy cents.

Removal of pending suits.

Vol. 18, p. 506.

Ante, p. 252.

And any suit now pending in the courts of the State of Wisconsin brought under the provisions of the "Act to aid in the improvement of the Fox and Wisconsin Rivers in the State of Wisconsin," approved March third, eighteen hundred and seventy-five, to recover from the United States damages for alleged flowage of lands, may be removed for trial into the circuit court of the United States for the eastern district of Wisconsin by either party thereto upon the filing in the court where said suit is pending of a petition for such removal and a bond as now provided by law for the removal of causes. The presentation and filing of said petition and bond shall operate to remove said suit, and thereafter it shall be proceeded with in said circuit court of the United States:

Proviso.

Provided, That no bond on such removal shall be required of the United States.

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SEC. 3. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and eighty-seven, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered one hundred and forty-four, Fifty-first Congress, first session, there is appropriated as follows:

Claims certified by accounting officers.

Vol. 18, p. 110.

Ante, p. 225.

Vol. 23, p. 254.

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CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller.

* * * * *

For improvement Saint Francis River, Arkansas, thirty-four cents.

St. Francis River, Ark.

* * * * *

Approved, September 30, 1890.

CHAP. 1130.—An Act Authorizing the use of the Louisville and Portland Canal Basin on certain conditions.

Sept. 30, 1890. Vol. 26, p. 554.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the written contract by and between the city of Louisville, the Louisville and Portland Canal Company, and John P. Byrne, made in the year eighteen hundred and seventy, under which the firm of Byrne and Speed, of Louisville, Kentucky, constructed a basin on the south side of the Louisville and Portland Canal, above Fifteenth street, and also erected buildings, with elevator machinery therein, on land then the property of the Louisville and Portland Canal Company, now the property of the United States, is ratified and confirmed, subject, however, to the following modifications and provisions, to wit: Byrne and Speed, their assignees and grantees, are hereafter to pay to the United States of America, for the use of the land, an annual rental of two hundred and fifty dollars, to be paid semiannually, through the officer in charge of the canal.

Louisville and Portland Canal.

Byrne & Speed may conditionally use the Louisville and Portland Canal basin, Louisville, Ky.

Ratification, etc., of contract.

Rental.

They shall not erect any additional buildings of any kind, but may keep in repair those now standing, or may reconstruct them or any part thereof, in case of destruction by fire or from other cause.

Building restriction.

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SEC. 2. That when, in the opinion of the Secretary of War, the use of said basin or buildings shall become prejudicial to the canal or its use, he shall detail a commission of not less than three nor more than five officers of the Engineer Corps of the United States Army, with orders to assemble at Louisville, and to decide whether the use of the said basin or buildings is prejudicial to the canal or its use.

Notice.

Said commission shall cause notice to be given to Byrne and Speed, or their assigns, of the time and place of their sitting, and shall, after hearing any evidence offered by Byrne and Speed, or by the officer representing the Government, proceed to hear and determine the matter submitted to them, and if they find that the use of the said basin or buildings is prejudicial to the canal or its use, they will also assess and find the value of the excavation and masonry of the basin made and erected by Byrne and Speed in the construction of said basin, and upon the payment or tender by the Secretary of War of the sum so fixed Byrne and Speed shall remove within six months their buildings from the canal property, discontinue the use of said basin, and relinquish all claims under the above-mentioned contract.

Hearing, etc.

Valuation, etc.

Removal of buildings, etc.

Relinquishment of claims.

Copy of finding.

A copy of the finding of the commission shall be furnished to Byrne and Speed, or their assigns.

Acceptance of ratification.

SEC. 3. That the ratification provided in this act shall not take effect unless within ninety days from its passage Byrne and Speed shall file with the Secretary of War their written acceptance of its provisions, and in the event Byrne and Speed, or their assigns, shall at any time fail for the space of six months to pay any installment of rent due under this act their right to occupy the property herein mentioned shall at once cease.

Failure to pay rent.

Approved, September 30, 1890.

Oct. 1, 1890.
Vol. 26, p. 685.

[No. 60.] Joint Resolution To permit the Secretary of War to grant a revocable license to use a pier, as petitioned by vessel owners of Chicago, Illinois.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized to grant by revocable license the use of the United States pier at Chicago, Illinois, situated North and East of the Illinois Central Railroad Company's wharf number one, and on south side of Chicago River; to such party or parties as he shall deem wise and expedient, subject to the following conditions[a]:

Chicago, Ill.

Use of Government pier authorized.

Vol. 27, p. 321.

Post, p. 655.

Vol. 28, p. 491.

Post, p. 728.

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[a] This resolution is repealed by act approved August 23, 1894, which provides also that the property mentioned, viz, the south pier, Chicago River, shall be excepted from the provisions of act approved July 28, 1892, authorizing the Secretary of War to lease public property.

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First. Said party or parties shall keep in thorough repair that part of the pier, two hundred and twenty-five feet in length, projecting beyond the end of the Illinois Central Railroad Company's docks so called.

Conditions.

Second. That the said party or parties, at his or their own expense, shall rebuild and keep in repair the superstructure of said one thousand feet of pier during the continuance of the license.

Third. That the United States Government shall have free use of any necessary part thereof for storage, upon giving the said party or parties sufficient notice to clear such part of said pier for such uses by the United States.

Fourth. That the said party or parties shall keep that part of the entrance to the Chicago River within fifty feet of the pier dredged, and shall prevent the dumping of ashes or refuse from vessels landing at the pier into the entrance to Chicago Harbor.

Approved, October 1, 1890.

CHAP. 81.—An Act For the relief of Stubbs and Lackey.

Jan. 19, 1891. Vol. 26, p. 1335.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be directed to pay to Albert Stubbs and Job Lackey, of Lebanon, Ohio, the sum of two thousand one hundred and twenty-eight dollars and eighty-seven cents, in full of all work done by them, or by John B. Holbrook, in building a dike at Merriam Bar, and dams at Captina and Fish Creek Islands, in the Ohio River; and there is hereby appropriated, for such purposes, out of funds otherwise unappropriated and lying in the Treasury, the sum of two thousand one hundred and twenty-eight dollars and eighty-seven cents.

Albert Stubbs and Job Lackey, payment to.

Approved, January 19, 1891.

CHAP. 126.—An Act To promote the construction of a safe deep-water harbor on the coast of Texas.

Feb. 9, 1891. Vol. 26, p. 740.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Corpus Christi and Padre Island Harbor Company, created and existing under and by virtue of articles of incorporation drawn in accordance with and by authority of the general incorporation act of the State of Texas, and dated December tenth, eighteen hundred and eighty-seven, or its successors or assignees, be, and is hereby, authorized and empowered to construct, at their exclusive cost, as in their charter provided, a sea-wall, breakwaters, and viaduct off the shore of Padre Island, on the coast of Texas, within the jurisdiction of the United

Corpus Christi and Padre Island Harbor Co. may construct harbor and bridges at Padre Island, Tex.

Vol. 27, p. 422; vol. 30, p. 1128; vol. 32, p. 341. *Post*, pp. 657, 855, 964.

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States, subject to the terms and conditions herein set forth.

Commencement.

SEC. 2. That said company shall, within two years after the passage of this act, locate and commence the construction of said harbor at a point to be selected by them off Padre Island, coast of Texas. Commencing at the water's edge and running at an angle to the shore they shall construct a viaduct of the most approved modern plan, extending seaward until a depth of, say, twenty-seven feet of water is reached; thence continuing in the same direction they shall construct a sea-wall until thirty feet or more of water is reached; thence turning southward at an angle or curve which shall throw the sea-wall parallel, or nearly so, with the shore-line of Padre Island, they shall construct a sea-wall three thousand feet in length, said sea-wall to be placed upon a base of rip-rap or other suitable foundation, upon which shall be constructed a wall of concrete of such form of structure as the engineer officer of said company may hereafter adopt, twenty-two feet thick, more or less, and twenty-nine feet high, reaching eleven feet above mean low water. They shall also construct breakwaters of sufficient length and so placed as to protect the shore end of the viaduct, and another of sufficient length and so placed as to protect the entrance to the embayed space, thus forming an outer harbor sufficient in extent to afford dockage for, and accommodation at its wharves for, thirty of the largest ocean steamers afloat and two hundred or more smaller vessels or coasters at one time, and shall complete said work within four years from the commencement of the same. When completed, the embayed space or harbor shall be, and is hereby, declared to be a harbor of refuge for the vessels of all nations and such vessels as may touch for orders, free of charge, except such vessels as may land at the wharves.

Location.

Viaduct.

Depth of water.

Sea walls.

Length.

Base and wall.

Height, etc.

Breakwaters.

Dimensions, etc., of outer harbor.

Completion.

Free harbor of refuge for vessels.

Exceptions.

Port charges and wharfage.

SEC. 3. That in consideration of the free use of the embayed space or harbor as a harbor of refuge for the vessels of all nations except vessels which land at and use the wharves, and in further consideration of the vast benefit to the general commerce of the whole country and in lieu of any money appropriations for the improvement of the said coast, the said company shall be allowed to charge and collect such reasonable port charges and wharfage as may be prescribed by regulations that may be made by the Secretary of the Treasury of the United States, in conformity with the laws of the United States.

Secretary of Treasury to regulate.

Charges, etc.

SEC. 4. That no wharfage or port charges shall be charged until after the said improvement shall have been inspected by a board of three engineers of the United States Army, appointed by the Secretary of War for the purpose, and found to have been fully completed in accordance with the terms of this act and until such report shall have been approved by the Secretary of War.

Inspection by Army engineers, etc.

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SEC. 5. That the United States Government specially reserves the right at its option to take said works upon payment to the owners thereof the actual value of the same at the time of taking, which value shall be determined by a board of engineers of the United States Army, to be appointed by the Secretary of War for the purpose.

Optional right of Government to take possession, etc.

Determination of value.

SEC. 6. The rights herein granted to the "Corpus Christi and Padre Island Harbor Company" are upon the condition that there shall be no discrimination made in favor of or against any individual or corporation in regard to the use of said harbor or its approaches by land or water.

No discrimination in use of harbor, etc.

SEC. 7. That the said Corpus Christi and Padre Island Harbor Company be, and hereby is, authorized and empowered to construct bridges across Laguna Madre from the main land to Padre Island in accordance with such plans and specifications as the Secretary of War may approve.

May bridge Laguna Madre.

Location of bridges.

Secretary of War to approve plans.

Approved, February 9, 1891.

CHAP. 164.—An Act To authorize the construction of a tunnel under the waters of the bay of New York, between the town of Middletown, in the county of Richmond, and the town of New Utrecht, in the county of Kings, in the State of New York, and to establish the same as a post-road.

Feb. 13, 1891.
Vol. 26, p. 748.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the New Jersey and Staten Island Junction Railroad Company, a corporation existing under the laws of the State of New York, to build and maintain a tunnel under the waters of the bay of New York, from a point in the town of Middletown, in the county of Richmond, in said State, to a point in the town of New Utrecht, in the county of Kings, in said State, for the passage of railroad trains, engines, and cars in and through the same, and to lay in and through said tunnel such and so many railway tracks as may be necessary for the use of said company, and such connections or extensions thereof as may be made. * * *

New Jersey and Staten Island Junction Railroad Co. may tunnel New York Bay from Middletown to New Utrecht, N. Y.

Railroad tunnel.

Tracks, etc.

SEC. 2. That said tunnel shall be so constructed as not in any manner to interfere with the navigation of ships, steamboats, and other water-craft in the said bay of New York; that the upper surface of the covering arch of the said tunnel shall be placed at a depth below the bed of the said bay sufficient to save and protect the waters of the said bay and the currents and channels thereof from any change or alteration by reason of the construction of the said tunnel or any part thereof; and no obstruction, either of a temporary or permanent character, to the free and unrestricted navigation of the said bay of New York shall be built anywhere within the waters of said

Security of navigation.

Depth below bed.

No obstruction in waters.

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bay in connection with the construction of the tunnel or any part thereof.

Lawful structure.

SEC. 3. That any tunnel constructed under this act together with the approaches thereto, and according to its terms and limitations, shall be a lawful structure. * * *

Secretary of War to approve plan, location, etc.

SEC. 4. That the plan and location of said tunnel, with a detailed map of the bay of New York at, over, and near to the proposed site of the said tunnel, exhibiting the depth of water and the currents and channel thereof, shall be submitted to the Secretary of War for his approval, and until he shall approve the plan and location of said tunnel, it shall not be built, but upon the approval of said plans by the Secretary of War the said company may proceed to the building of the said tunnel in conformity with said approved plan; and no change shall be made in the plan or location of said tunnel during the progress of the work thereon, except the same be first approved by the Secretary of War.

Change of plan, etc.

Structural changes, etc.

If the Secretary of War shall at any time deem any change or alterations necessary in the said tunnel, so that the same shall not interfere with or endanger the navigation of ships, steam-boats, and other water-craft, or if he shall deem the disuse of the whole structure necessary for the preservation of the harbor for the purpose of navigation, the alteration so required shall be made at the expense of the parties owning said structure.

Commencement and completion.

SEC. 5. That if work shall not be commenced upon said tunnel within three years and completed within ten years after the passage of this act, the rights and privileges hereby granted shall determine and cease.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, February 13, 1891.

Feb. 13, 1891.
Vol. 26, p. 1348.

CHAP. 175.—An Act For cancellation of contract with United States engineer for delivery of stone for the improvement of the mouth of the Columbia River in Oregon and Washington.

Oregon Paving and Contract Co., cancellation of contract with.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized to cancel a certain contract entered into by and between the Oregon Paving and Contract Company, of the one part, and Captain Charles F. Powell, United States Engineer, acting for and on behalf of the United States, of the other part, and dated the second day of June, anno Domini eighteen hundred and eighty-seven, whereby said Oregon Paving and Contract Company contracted to furnish a certain amount of stone of certain dimensions to be used in the improvement of the mouth of the Columbia River, Oregon, on such terms as he may deem equitable and just.

Approved, February 13, 1891.

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CHAP. 252.—An Act To facilitate the collection of commercial statistics required by section two of the river and harbor appropriation Acts of eighteen hundred and sixty-six and eighteen hundred and sixty-seven.

Feb. 21, 1891.
Vol. 26, p. 766.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That owners, agents, masters, and clerks of vessels arriving at or departing from localities where works of river and harbor improvement are carried on shall furnish, on application of the persons in local charge of the works, a comprehensive statement of vessels, passengers, freight, and tonnage.

Commercial statistics at river and harbor works.
Vol. 14, pp. 73, 421.
Ante, pp. 155, 164.
Vessel owners, etc., must furnish statement.

SEC. 2. That every person or persons offending against the provisions of this act shall, for each and every offense, be liable to a fine of one hundred dollars, or imprisonment not exceeding two months, to be enforced in any district court in the United States within whose territorial jurisdiction such offense may have been committed.

Penalty.
Enforcement.

Approved, February 21, 1891.

CHAP. 528.—An Act To provide for the examination and survey of a breakwater to form a harbor of safety and refuge in Lynnhaven Bay, near Cape Henry, at the foot of Chesapeake Bay, Virginia.

Mar. 3, 1891.
Vol. 26, p. 839.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby directed to cause examination and survey to be made, and the estimated cost of improvement to be estimated for a breakwater to form a harbor of safety and refuge in Lynnhaven Bay, near Cape Henry, at the foot of Chesapeake Bay, Virginia.

Lynnhaven, Bay, Va.
Survey, etc., of, for harbor of refuge.

Approved, March 3, 1891.

CHAP. 540.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-one, and for prior years, and for other purposes.

Mar. 3, 1891.
Vol. 26, p. 862.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-one, and for prior years, and for other objects hereinafter stated, namely:

Deficiencies appropriations.

* * * * *

MISSISSIPPI RIVER COMMISSION: For salaries of the Mississippi River Commission from July first, eighteen

Mississippi River Commission.

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hundred and ninety, to September eighteenth, eighteen hundred and ninety, inclusive, one thousand nine hundred and fifty dollars. * * *

* * * * *

Approved, March 3, 1891.

Mar. 3, 1891. Vol. 26, p. 948.

CHAP. 542.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, and for other purposes.

Sundry civil expenses appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, namely:

* * * * *

Lewes iron pier.

Assignment of space for disinfection machinery, quarantine service.

Proviso.

And the Secretary of War is hereby directed to assign to the Secretary of the Treasury so much space on the Lewes iron pier as may be necessary to enable the Marine Hospital Service to establish and conduct thereon such disinfection machinery as may be required for the proper disinfection of the cargoes of vessels detained at the quarantine, and when the breakwater shall have been completed then the said pier shall be permanently assigned to the Treasury Department: *Provided*, That such occupation and use of the pier by the Marine Hospital Service does not interfere with the engineering operations of the War Department in the completion of the breakwater improvement.

* * * * *

Rivers and harbors.

Continuing improvements, harbor at Philadelphia, Pa.

Provisos.

Modification of plan.

Deposit of material on League Island.

Available appropriations.

Title.

For improving harbor at Philadelphia, Pennsylvania: Continuing improvement; removal of Smith's Island and Windmill Island, Pennsylvania, and Petty's Island, New Jersey, and adjacent shoals, three hundred thousand dollars: *Provided*, That the plan for the improvement may be modified by changing the line limiting the excavation on Betty's [Pettys] Island to such position as the Secretary of War may consider desirable, and the material to be removed from said islands and shoals under this appropriation and appropriations heretofore made shall be deposited and spread on League Island and to the extent of the cost of such deposit and spreading the said appropriations are hereby made available: *Provided further*, That the title to any additional lands acquired for this purpose shall be vested in the United States without charge to the latter.

Harbor at Baltimore, Md.

For improving harbor at Baltimore, Maryland: Continuing improvement, one hundred and fifty-one thousand two hundred dollars.

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For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, six hundred thousand dollars. Harbor at Galveston, Tex.

For improving Saint Mary's River, Michigan: Continuing improvement to Saint Mary's Falls, six hundred thousand dollars. St. Marys River, Mich.

For improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, three hundred thousand dollars. Hay Lake channel, Mich.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: New York Harbor. Injurious deposits.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars; Pay of inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars; Steamer *Argus*; pay of crew, etc.

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars; in all, thirty-three thousand dollars. Steamer *Nimrod*; pay of crew, etc.

* * * * *

Approved, March 3, 1891.

[No. 18.] Joint Resolution Authorizing the State of Oregon to construct, maintain and operate a portage railroad over the property of the United States at the Cascades of the Columbia River, Oregon. Mar. 3, 1891. Vol. 26, p. 1116.

Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled, That the State of Oregon is hereby authorized to construct, maintain and operate a portage railroad over the lands belonging to the United States at the Cascades of the Columbia River in the State of Oregon and to use in the construction of the same and in the operation thereof, the Government roads upon said lands: *Provided*, That such occupation and use shall not interfere with the Government works at said Cascades, and shall be under such restrictions and regulations as the Secretary of War shall prescribe. Oregon may build portage railroad over United States lands at Cascades of Columbia River. *Proviso.* Noninterference with Government works.

Approved, March 3, 1891.

[No. 19.] Joint Resolution Appropriating one million dollars for the improvement of the Mississippi River and making the same immediately available. Mar. 3, 1891. Vol. 26, p. 1116.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one million dollars is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the improvement of the Mis- Mississippi River, improvement from Head of Passes to Ohio River.

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sissippi River from the Head of the Passes to the mouth of the Ohio River, which sum shall be immediately available and shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission: *Provided*, That no portion of this appropriation shall be expended to repair or build levees for the purpose of reclaiming lands or preventing injury to lands or private property by overflows: *Provided, however*, That the commission is authorized to repair and build levees, if in their judgment it should be done, as part of their plans to afford ease and safety to the navigation and commerce of the river and to deepen the channel: *Provided further*, That the office, clerical, and traveling expenses and salaries of the Mississippi River Commission may be paid from this appropriation.

Provisos.

Repairing levees.

Salaries, Mississippi River Commission.

Approved, March 3, 1891.

Feb. 25, 1892. Vol. 27, p. 393.

[No. 3.] Joint Resolution Investigating mining débris in California.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, requested to submit for the consideration of Congress what amounts can be profitably expended during the coming year to carry out the recommendations made by the Commission of Engineers, United States Army, appointed under the provisions of an act of Congress approved October first, eighteen hundred and eighty-eight, entitled "An act to investigate mining débris in California," for "restriction works, dams and wing-dams, to restrain the mining débris where now situated, and prevent its lodgment in the rivers of California, to the injury of navigation and commerce."

Mining débris, California.

Secretary of War to submit what amount should be expended to investigate.

Vol. 25, p. 498.

Ante, p. 533.

Approved, February 25, 1892.

June 6, 1892. Vol. 27, p. 46.

CHAP. 92.—An Act Granting to the Topeka Water and Electric Power Company of Kansas the right to erect and maintain a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Topeka Water and Electric Power Company, a corporation created and organized under the laws of Kansas, its successors and assigns, to erect, construct, and maintain a dam or dams across the Kansas River at any suitable place or places within Shawnee County, in the State of Kansas.

Topeka Water and Electric Power Co. may dam Kansas River.

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SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved. Amendment, etc.

Approved, June 6, 1892.

CHAP. 138.—An Act For the relief of the Kentucky and Indiana Bridge Company. June 30, 1892. Vol. 27, p. 61.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kentucky and Indiana Bridge Company, a corporation created by and existing under the laws of the Commonwealth of Kentucky, be, and it hereby is, authorized to occupy and acquire title to so much of the land of the Louisville and Portland Canal, the property of the United States as is now occupied by the south abutment of the said Kentucky and Indiana bridge and the contiguous trestles in the approach thereto, on the payment to the United States by the said bridge company of the fair value of such specified tract, to be determined by agreement between the said Kentucky and Indiana Bridge Company and the Secretary of War.

Kentucky and Indiana Bridge Co.

May acquire part of land of Louisville and Portland Canal.

Approved, June 30, 1892.

CHAP. 158.—An Act Making appropriations for the construction, repair and preservation of certain public works or rivers and harbors, and for other purposes. July 13, 1892. Vol. 27, p. 88.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.

Harbors.

Improving harbor at Camden, Maine: Continuing improvement, twelve thousand dollars.

Camden, Me.

Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars.

Rockland, Me.

Improving Mooseabec Bar, Maine: Continuing improvement, fifteen thousand dollars.

Mooseabec bar, Me.

Improving harbor at York, Maine: Completing improvement, nine thousand dollars.

York, Me.

Improving harbor at Portland, Maine: Completing improvement, thirty thousand dollars.

Portland, Me.

Improvement of channel in Back Cove, Portland Harbor, Maine: Continuing improvement, twenty thousand dollars.

Back Cove, Portland, Me.

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Mount Desert to Porcupine Island, Me., breakwater.

For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, fifty thousand dollars.

Belfast, Me.

Improving harbor at Belfast, Maine: Continuing improvement, ten thousand dollars.

Little Harbor, N. H.

Improving harbor of refuge at Little Harbor, New Hampshire, Continuing improvement, thirty thousand dollars.

Boston, Mass.

Improving harbor at Boston, Massachusetts: Continuing improvement, by deepening and widening the main channel to a depth of twenty-seven feet and a width of one thousand feet, three hundred thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be used in the further prosecution of the work in Nantasket Beach Channel, and twenty-five thousand dollars in extending main ship channel from its termination at the southeast corner of Grand Junction wharf eastwardly towards Jeffrey's Point.

Lynn, Mass.

Improving harbor at Lynn, Massachusetts: Continuing improvement, ten thousand dollars: *Provided*, That the whole or any portion of this appropriation may be expended on the Western channel in the discretion of the Secretary of War.

Proviso.

Nantucket, Mass.

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Newburyport, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.

Plymouth, Mass.

Improving harbor at Plymouth, Massachusetts: Completing improvement, nine thousand five hundred dollars.

Provincetown, Mass.

For maintenance of works in harbor at Provincetown, Massachusetts, one thousand five hundred dollars.

Wareham, Mass.

Improving harbor at Wareham, Massachusetts: Completing improvement, seven thousand two hundred and thirty-six dollars.

Hingham, Mass.

Improving harbor at Hingham, Massachusetts: Completing improvement, three thousand dollars.

Hyannis, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, six thousand dollars.

Vineyard Haven, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand five hundred dollars.

Sandy Bay, Cape Ann, Mass.

Improving national harbor of refuge at Sandy Bay Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.

Gloucester, Mass.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars.

Manchester, Mass.

Improving harbor at Manchester, Massachusetts: Completing improvement, six thousand eight hundred dollars.

New Bedford, Mass.

Improving harbor at New Bedford, Massachusetts: Continuing improvement, seven thousand five hundred dollars.

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Improving inner harbor at Marthas Vineyard, Massachusetts: Completing improvement, two thousand five hundred dollars. Marthas Vineyard, Mass.

Improving harbor at Salem, Massachusetts: Completing improvement, fourteen thousand dollars. Salem, Mass. Vol. 28, p. 338. *Post*, p. 678.

Improving harbor at Westport, Massachusetts: Completing improvement, one thousand dollars. Westport, Mass.

Improving Canapitsit Channel, Massachusetts, between the islands of Cuttyhunk and Neshawana, completing improvement, four thousand eight hundred dollars. Canapitsit Channel, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars. Scituate, Mass.

Improving harbor at Winthrop, Massachusetts: Continuing improvement, three thousand dollars. Winthrop, Mass.

Improving harbor at Kingston, Massachusetts, and the approaches to the public wharves of said port and of North Plymouth, ten thousand dollars. Kingston, Mass. North Plymouth, Mass.

Improving harbor at Block Island, Rhode Island: Completing improvement, twenty-four thousand dollars. Block Island, R. I.

Improving harbor at Newport, Rhode Island, including the removal of the spit at the south end of Goat Island, Continuing improvement, twenty-five thousand dollars. Newport, R. I.

Constructing harbor of refuge at Point Judith, Rhode Island: Continuing construction, seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may, from time to time, be made by law, not to exceed in the aggregate one million and one hundred thousand dollars, exclusive of the amount herein and heretofore appropriated. Point Judith, R. I. Harbor of refuge. *Proviso.* Contracts. Limit.

Improving entrance to Point Judith Pond, west of Point Judith, Rhode Island, seven thousand five hundred dollars. Point Judith Pond, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, between Inner Beacon and Naugatuck wharf, twenty thousand dollars. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, five thousand dollars. Black Rock, Conn.

Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred and twenty thousand dollars. New Haven, Conn., breakwaters.

Improving harbor at Stonington, Connecticut: Completing improvement, twelve thousand five hundred dollars. Stonington, Conn.

Improving harbor at Clinton, Connecticut: Continuing improvement, two thousand dollars. Clinton, Conn.

Improving harbor at Five-mile River, Connecticut: Continuing improvement, five thousand dollars. Fivemile River, Conn.

Improving harbor of refuge at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, thirty-five thousand dollars. Duck Island, Conn.

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New Haven, Conn.

Improving harbor at New Haven, Connecticut: Continuing improvement, fifteen thousand dollars.

Stamford, Conn.

Improving harbor at Stamford, Connecticut: Fifteen thousand dollars, not less than one-half of which shall be expended on the East Branch.

Coscob and Mianus River, Conn.

Improving harbor at Cos Cob and Miamus River, Connecticut, seven thousand dollars.

Buffalo, N. Y.

Improving harbor at Buffalo, New York: Continuing improvement, three hundred thousand dollars.

Rouse Point, N. Y.

Constructing breakwater at Rouses Point, New York: Completing improvement, fifteen thousand dollars.

Canarsie Bay, N. Y.

Improving harbor at Canarsie Bay, New York: Continuing improvement, five thousand dollars.

Charlotte, N. Y.

Improving harbor at Charlotte, New York: Continuing improvement, twenty-five thousand dollars.

Dunkirk, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.

Flushing Bay, N. Y.

Improving harbor at Flushing Bay, New York: Continuing improvement, ten thousand dollars.

Glencove, N. Y.

Improving harbor at Glen Cove, New York: Continuing improvement, ten thousand dollars.

Gowanus Bay, N. Y.

Improving Gowanus Bay channels, New York: Continuing improvement, one hundred thousand dollars, for distribution by allotment between the Red Hook and Gowanus Creek channels, at the discretion of the Secretary of War.

Bay Ridge channel, N. Y.

Improving Bay Ridge channel, Gowanus Bay, New York Harbor, New York: Completing improvement, ninety-eight thousand six hundred dollars.

Great Sodus Bay, N. Y.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, fifteen thousand dollars.

Greenport, N. Y.

Improving harbor at Greenport, New York: Completing improvement, eleven thousand dollars.

Little Sodus Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: For maintenance of existing works and deepening of channel, six thousand dollars.

Ogdensburg, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, forty thousand dollars.

Oswego, N. Y.
Vol. 27, p. 602.
Post, p. 668.

Improving harbor at Oswego, New York: Continuing improvement, forty thousand dollars.

Rondout, N. Y.

Improving harbor at Rondout, New York: For repairs to existing works, five thousand dollars.

New York, N. Y.

Improving New York Harbor, New York: Continuing improvement, one hundred and seventy thousand dollars.

Saugerties, N. Y.

Improving harbor at Saugerties, New York: To maintain the dike in repair and to remove the rocky points near the shore end of the north dike, five thousand dollars.

Port Chester, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.

Tonawanda Harbor, Niagara River, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, seventy-five thousand dollars.

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Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, fifteen thousand dollars. Channel, Staten Island and New Jersey.

Improving Arthur Kill, between Staten Island and New Jersey shore, New York and New Jersey: Continuing improvement, five thousand dollars. Arthur Kill, N. Y. and N. J.

Improving harbor at Huntington, New York: Continuing improvement, five thousand dollars. Huntington, N. Y.

Improving Buttermilk Channel, New York Harbor, one hundred thousand dollars. Buttermilk channel, N. Y.

Improving harbor at Port Jefferson Inlet, New York: Continuing improvement, ten thousand dollars. Port Jefferson, N. Y.

Improving harbor at Pultneyville, New York: Continuing improvement, one thousand dollars. Pultneyville, N. Y.

Improving Jamaica Bay, New York: Completing improvement in accordance with plan numbered three of Lieutenant-Colonel Gillespie, Corps of Engineers, submitted December sixteenth, eighteen hundred and ninety, nine thousand four hundred and sixty dollars. Jamaica Bay, N. Y.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which, in the discretion of the Secretary of War, may be used in dredging bar between South Amboy and Great Beds Light. Raritan Bay, N. J.

Improving Keyport Harbor, New Jersey: Continuing improvement, five thousand dollars. Keyport, N. J.

Improving harbor at Erie, Pennsylvania: Continuing improvement, forty thousand dollars. Erie, Pa.

The material removed in improving the harbor of Philadelphia, Pennsylvania and New Jersey, in accordance with the plan adopted by Congress in the act of September nineteenth, eighteen hundred and ninety, under appropriations heretofore made, or any part of said material, may be deposited in any place or places approved by the engineer officer in charge of the work: *Provided*, That the full amount of material to be deposited and spread on League Island, as provided for under the existing contract, shall be so deposited and spread before the completion of the work covered by the contract; and all acts or parts of acts inconsistent or in conflict with this provision are hereby repealed. Philadelphia, Pa. Deposit of material. *Proviso.* League Island.

Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars. Delaware Breakwater, Del.

Improving harbor at Wilmington, Delaware: Continuing improvement, forty thousand dollars. Wilmington, Del.

Improving harbor at Cambridge, Maryland: Completing improvement, seven thousand seven hundred and thirty-seven dollars: *Provided*, That no part of said sum shall be expended above the bridge until the draw in said bridge shall have been widened sufficiently to accommodate the commerce on the river. Cambridge, Md. *Proviso.* Removal of draw.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred and fifty thousand dollars. Norfolk, Va.

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Onancock, Va.

Improving harbor at Onancock, Virginia: Completing improvement, six thousand five hundred and eleven dollars.

Cape Charles City, Va.

Improving harbor at Cape Charles City, Virginia, and its approaches: Continuing improvement, ten thousand dollars, to be expended in dredging and for such protective works as are recommended by the engineer: *Provided*, That, before any Government money shall be expended in the improvement of this harbor or any of its approaches, the owners of the basin forming the harbor and the channel or canal leading thereto, or connecting said harbor with [*sic*] Cherrystone Inlet, shall execute, or cause to be executed, and file with the Secretary of War an instrument in writing, satisfactory to the said Secretary of War, giving to any and all vessels, upon any and all occasions for all time to come, the right to enter and remain in said harbor and transact business therein without charge, except legitimate, usual and reasonable wharf charges to be determined by the Secretary of War in event of disagreement and shall further legally dedicate or cause to be dedicated to public use an approach to the wharves of said harbor from the nearest public highway of not less than forty feet in width, to be approved by the Secretary of War.

Proviso. Vol. 29, p. 207. *Post*, p. 751. Use of basin.

Wharf charges.

Beaufort, N. C.

Improving harbor at Beaufort, North Carolina: Continuing improvement, ten thousand dollars.

Charleston, S. C.

Improving harbor at Charleston, including Sullivan Island and Mount Pleasant Shore, South Carolina: Continuing improvement, two hundred and twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million nine hundred and fifty-three thousand dollars, exclusive of the amount herein and heretofore appropriated.

Proviso. Contracts. Vol. 32, p. 337. *Post*, p. 958.

Limit.

Georgetown, S. C.

Improving harbor at Georgetown, South Carolina: Completing improvement, twelve thousand dollars.

Winyah Bay, S. C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, one hundred thousand dollars.

Brunswick, Ga.

Improving harbor at Brunswick, Georgia: Completing improvement, twenty-seven thousand five hundred dollars.

Cumberland Sound, Ga.

Improving Cumberland Sound, Georgia: Continuing improvement, one hundred and seventy thousand dollars.

Savannah, Ga.

Improving harbor at Savannah, Georgia: Continuing improvement, three hundred and eighteen thousand seven hundred and fifty dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million eight hundred and

Proviso. Contracts.

Limit.

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thirty-one thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated.

Improving harbor at Darien, Georgia: Continuing improvement, twenty-five thousand dollars. Darien, Ga.

Improving harbor at Apalachicola Bay and river, Florida: Continuing improvement, twenty thousand dollars. Apalachicola Bay and River, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, to obtain twenty-four feet of water by dredging, seventy-five thousand dollars. Pensacola, Fla.

Improving harbor at Tampa Bay, Florida: Completing improvement, ten thousand dollars. Tampa Bay, Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, seventy-five thousand dollars. Key West, Fla.

Improving harbor at Saint Augustine, Florida: Completing improvement, ten thousand dollars. St. Augustine, Fla.

Improving harbor at Mobile, Alabama: Continuing improvement, two hundred and twelve thousand five hundred dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million one hundred and eighty-one thousand three hundred dollars, exclusive of the amount herein and heretofore appropriated. Mobile, Ala. *Proviso.* Contracts. Vol. 29, pp. 467, 468. *Post*, p. 738. Limit.

Improving mouth of passes of Calcasieu River, Louisiana: Continuing improvement, one hundred thousand dollars, of which twenty thousand dollars or so much thereof as may be necessary, may, in the discretion of the Secretary of War, be used on the inner bars. Calcasieu River, La.

Improving and maintaining ship channel in Galveston Bay, Texas, from Bolivar Channel through Morgan's Cut and the channel constructed through Morgan's Point to the San Jacinto River: Continuing improvement, forty thousand dollars. Galveston Bay, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, three hundred and fifty thousand dollars. Sabine Pass, Tex.

Improving channel in West Galveston Bay, in accordance with plan recommended by Major Charles J. Allen, Corps of Engineers, submitted December twelfth, eighteen hundred and ninety, and printed in House Executive Document Numbered Twenty-two, Fifty-second Congress, first session, fifteen thousand dollars. West Galveston Bay, Tex.

Improving harbor at Ashtabula, Ohio: Continuing improvement, seventy thousand dollars, a portion of which may be used, in the discretion of the Secretary of War, in removing the ledge of rocks on the west side of the river channel inside the mouth. The Secretary of War, is hereby authorized to grant permission, under such regulations and orders as may be prescribed by him, to the Lake Shore and Michigan Southern Railway Company to remove so much of the easterly Government pier at the port of Ashtabula as, in his judgment, may be re- Ashtabula, Ohio. Removal of part of pier.

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moved without detriment to the navigation and commerce of the port: *Provided*, That said railway company shall, at its own cost and expense, construct a pier further eastward on its own ground, to answer the purpose of the one removed; the new pier to be constructed under plans to be approved by the Secretary of War. And the space between where the old pier was and the new pier shall be dredged to a depth to be prescribed by the Secretary of War, at the expense of said company, and be maintained at such depth by said company; and the Government of the United States shall, at all times, have the use of said substituted pier for its own vessels free of cost or charges.

Proviso.

Construction of new pier.

Use by Government vessels.

Black River (Lorain), Ohio.

Improving harbor at the mouth of Black River, Ohio: Continuing improvement, twenty thousand dollars.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, one hundred thousand dollars.

Fairport, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, thirty-five thousand dollars.

Huron, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, fifteen thousand dollars.

Sandusky, Ohio.

Improving harbor at Sandusky, Ohio: Completing improvement, forty-one thousand seven hundred and twelve dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal at outer approach to harbor.

Toledo, Ohio.

Improving harbor at Toledo—straight channel through Maumee Bay—Ohio: Continuing improvement, two hundred thousand dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal in old channel, and in extending the improvement up the Maumee River.

Vermilion, Ohio.

Improving harbor at Vermillion, Ohio: For repairs and dredging, two thousand dollars.

Conneaut, Ohio.

Vol. 27, p. 474.

Post, p. 658.

Improving Conneaut Harbor, Ohio: For relocation of channel and construction of new piers (Scheme B, of Engineer's report), forty thousand dollars [a].

Port Clinton, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, ten thousand dollars, of which one thousand two hundred dollars are to be paid to Charles Roose, of Oak Harbor, Ohio, in full satisfaction for the necessary portion of the sand beach adjoining the inner end of the west revetment at Port Clinton Harbor, as recommended by the War Department, and in compliance with the settlement authorized by the act of Congress entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved August fifth, eighteen hundred and eighty-six.

Charles Roose.

Payment to.

Vol. 24, p. 314.

Ante, p. 441.

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[a] Act approved Feb. 24, 1893, amends this paragraph by striking out the words "For relocation of channel and construction of new piers (Scheme B, of Engineer's report)," and inserting in lieu thereof the words "To widen and deepen the existing old channel (Scheme A, Engineer's report)."

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Improving outer harbor at Michigan City, Indiana: Continuing improvement, thirty thousand dollars. Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Completing improvement, fifteen thousand dollars.

Improving Calumet Harbor, Illinois: For maintenance of existing works, fifteen thousand dollars. Calumet, Ill.

Improving harbor at Chicago, Illinois: Completing improvement, seventy-two thousand dollars; and the engineer in charge of the harbor is directed, in his next report, to submit what, if any, improvement should be made by the Government in Chicago River, and the cost of same. Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty-five thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, ten thousand dollars. Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement and repairs, ten thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, ninety thousand dollars. Grand Haven, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, thirty thousand dollars. Grand Marais, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement and for repairs, fifty thousand dollars: *Provided*, That no part of this sum shall be used in aid of the inner navigation until the city authorities, or private owners, have taken proper steps to prevent erosion of the banks and the washing of silt into the bed of the river. Manistee, Mich. *Proviso.* Protection of banks.

Improving harbor at Holland (Black Lake), Michigan: Continuing improvement, five thousand dollars. Holland, Mich.

Improving harbor at Monroe, Michigan: Continuing improvement and maintenance, ten thousand dollars. Monroe, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, seventy-five thousand dollars. Muskegon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, twenty thousand dollars. Ontonagon, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars. Pentwater, Mich.

Improving harbor of refuge at Sand Beach, Michigan: For repairs, custody, control of harbor, dredging and beginning construction of permanent superstructure, one hundred and fifty thousand dollars. Sandbeach (Harbor Beach), Mich.

Improving harbor at Saint Joseph, including Benton Harbor Canal, Michigan: Continuing improvement, sixty thousand dollars, of which one thousand dollars may be expended on the Saint Joseph River, in the discretion of the Secretary of War. The Cincinnati, Wabash and Michigan Railroad Company, owners of the lands abutting on the north side of Saint Joseph River and harbor, shall have the right to load and unload freight over the east three hundred feet of the wing dam or wall con- St. Joseph, Mich. Use of dam.

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structed at the entrance to Benton Harbor Canal, in the harbor at Saint Joseph, Michigan, under such regulations and orders as may be approved by the Secretary of War; said right to be at any time revocable by him or Congress, after twenty days' notice to said company; and in consideration thereof the said railroad company shall, at their own proper cost and expense, rebuild, repair, renew, and protect the said three hundred feet of wing dam; all such rebuilding, repairs, and renewals to be done under the direction of the Chief of Engineers of the United States Army.

South Haven, Mich.

Improving Harbor at South Haven, Michigan: Continuing improvement ten thousand dollars.

White Lake, Mich.

Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.

Marquette, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, eighty thousand dollars.

Ludington, Mich.

Improving harbor at Ludington, Michigan: Continuing improvements, five thousand dollars.

Petoskey, Mich.

Vol. 26, p. 344.

Ante, p. 554.

Improving harbor at Petosky, Michigan: Continuing improvement, twenty thousand dollars, which amount, together with the sum appropriated for this harbor in the act of September nineteenth, eighteen hundred and ninety, shall be used in the improvement of the harbor according to the plans for the smaller of the two projects submitted in the report of December twenty-first, eighteen hundred and eighty-nine, and printed in the annual report for eighteen hundred and ninety, pages twenty-six hundred and seventy-four and twenty-six hundred and seventy-five.

Saugatuck, Mich.

Improving harbor at Saugatuck, Michigan: Continuing improvement, five thousand dollars.

Ahnapee, Wis.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, seven thousand dollars.

Green Bay, Wis.

Improving harbor at Green Bay, Wisconsin, twenty-five thousand dollars, to be expended on the existing project and in securing a sixteen-foot channel, in accordance with the recommendation of Major James F. Gregory, Corps of Engineers, submitted under date of February twelfth, eighteen hundred and ninety-two: *Provided*, That five thousand dollars of said sum may, in the discretion of the Secretary of War, be expended on the Fox River, below De Pere, Wisconsin.

Proviso.

Fox River.

Kenosha, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, fifteen thousand dollars, not exceeding two thousand five hundred dollars of which may be expended in dredging the inner harbor.

Kewaunee, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, thirty thousand dollars.

Manitowoc, Wis.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement, and maintenance, twenty-eight thousand dollars.

Milwaukee, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, seventy-five thousand dollars.

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Improving harbor at Milwaukee, Wisconsin: Completing improvement, fourteen thousand dollars. Milwaukee, Wis.

Improving harbor at Port Washington, Wisconsin: Completing improvement, six thousand five hundred dollars. Port Washington, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, twenty-five thousand dollars. Racine, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, seventy thousand dollars, a portion of which may, in the discretion of the Secretary of War, be used in dredging in Superior Bay along the dock line between the Quebec Channel and the main channel opposite the base of Connor's Point. Superior and St. Louis bays, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-five thousand dollars. Sheboygan, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement, forty-five thousand dollars. Ashland, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars. Two Rivers, Wis.

Improving harbor of refuge at Sturgeon Bay Canal, Wisconsin: For maintenance of channel and piers, five thousand dollars. Sturgeon Bay Canal, Wis.

Improving harbor at Oconto, Wisconsin: To maintain works, three thousand dollars. Oconto, Wis.

Improving harbor at Duluth, Minnesota, including repairs to the canal, piers, the channel on the north shore of Saint Louis Bay, and the Saint Louis River, one hundred and twenty-five thousand dollars, of which forty-five thousand dollars, or so much thereof as may be necessary, may be used, in the discretion of the Secretary of War, in the channel of Saint Louis River above Grassy Point. And the Secretary of War is hereby directed to cause an investigation to be made into the question of ownership of the ground on which is located the canal, canal entrances, and piers in this harbor, with the view of determining whether the grant and conveyance made by the city of Duluth, dated January ninth, eighteen hundred and eighty-eight, to the United States, and accepted by the United States in the river and harbor act of August eleventh, eighteen hundred and eighty-eight, covers the same in full, and make report thereof to Congress, and should it appear that a portion of the ground on which is located said canal, canal entrances, and piers has not yet been vested in the United States, to make such recommendations as may be necessary to the end that all the ground pertaining to said canal, canal entrances, and piers may become the property of the United States. Duluth, Minn. Investigation of title to land occupied by canal, etc. Vol. 25, p. 407. *Ante*, p. 493.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, ten thousand dollars. Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, thirty thousand dollars. Agate Bay, Minn.

Improving harbor and bay at Humboldt, California: Continuing improvement, one hundred and fifty thousand dollars: *Provided*, That contracts may be entered Humboldt, Cal. *Proviso.* Contracts.

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into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million five hundred and sixty-five thousand one hundred and fifteen dollars, exclusive of the amount herein and heretofore appropriated.

Limit.

Oakland, Cal.

Improving harbor at Oakland, California: Continuing improvement, one hundred and fifty thousand dollars.

Wilmington, Cal.

Improving harbor at Wilmington, California: Completing improvement, fifty-one thousand dollars.

San Diego, Cal.

Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

San Luis Obispo, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, thirty thousand dollars.

Examination for deep-water harbor, San Pedro or Santa Monica, Cal.

The Secretary of War is hereby authorized and directed to appoint a board of five engineer officers of the United States Army, whose duty it shall be to make a careful and critical examination for a proposed deep-water harbor at San Pedro or Santa Monica bays, and to report as to which is the more eligible location for such harbor in depth, width, and capacity to accommodate the largest ocean-going vessils [*sic*] and the commercial and naval necessities of the country, together with an estimate of the cost. Said board of engineers shall report the result of its investigations to the Secretary of War on or before the first of November, eighteen hundred and ninety-two; and ten thousand dollars, or so much thereof as may be necessary, are hereby appropriated for said purpose.

Report.

Coos Bay, Oreg.

Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, two hundred and ten thousand dollars.

Yaquina Bay, Oreg.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, eighty-five thousand dollars.

Tillamook Bay, Oreg.

Improving Tillamook Bay, Oregon; fifteen thousand dollars.

Grays Harbor, Chehalis River, Wash.

Improving Gray's Harbor and Chehalis River, Washington, fifty thousand dollars.

Olympia, Wash.

Improving Olympia Harbor, Washington, thirty-five thousand dollars.

Bagaduce River, Me.

Improving Bagaduce River, Maine: Continuing improvements, five thousand dollars.

Kennebec River, Me.

Improving Kennebec River, Maine: Continuing improvement, one hundred thousand dollars, of which not exceeding five thousand dollars may, in the discretion of the Secretary of War, be expended between the cities of Augusta and Waterville.

Narraguagus River, Me.

Improving Narraguagus River, Maine: Continuing improvement, seven thousand five hundred dollars.

Penobscot River, Me.

Improving Penobscot River, Maine: Continuing improvement, forty thousand dollars.

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Improving Saco River, Maine, including breakwater: Continuing improvement, twenty-five thousand dollars. Saco River, Me.

Improving Harraseeket River, Maine: Completing improvement, sixteen thousand dollars. Harraseeket River, Me.

Improving Bellamy River, New Hampshire: Continuing improvement, seven thousand five hundred dollars. Bellamy River, N. H.

Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars. Cocheco River, N. H.

Improving Otter Creek, Vermont: Completing improvement, ten thousand dollars. Otter Creek, Vt.

Improving Powow River, Massachusetts: Continuing improvement, four thousand dollars. Powow River, Mass.

Improving Taunton River, Massachusetts: Completing improvement, seven thousand dollars. Taunton River, Mass.

Improving Merrimac River, Massachusetts: Completing improvement, one thousand five hundred dollars: *Provided*, That the amount appropriated in act of September nineteenth, eighteen hundred and ninety, for improving Merrimac River at Mitchell's Falls, may be applied to the general improvement of the river in the discretion of the Secretary of War. Merrimac River, Mass. *Proviso.* Reappropriation. Vol. 26, p. 436. *Ante*, p. 558.

Improving Ipswich River, Massachusetts: Continuing improvement, two thousand five hundred dollars. Ipswich River, Mass.

Improving Weymouth River, Massachusetts: Continuing improvement, ten thousand dollars. Weymouth River, Mass.

Improving Mystic and Malden rivers, Massachusetts, ten thousand dollars. Mystic and Malden rivers, Mass.

Improving Essex River, Massachusetts, five thousand dollars. Essex River, Mass.

Improving Pawtucket River, Rhode Island: Continuing improvement, thirty-five thousand dollars. Pawtucket River, R. I.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, fifty thousand dollars. Providence River and Narragansett Bay, R. I.

Improving Green Jacket Shoal, Providence River, Rhode Island: Continuing improvement, ten thousand dollars. Green Jacket shoal, R. I.

Improving Pawcatuck River, Rhode Island: Completing improvement, three thousand eight hundred dollars. Pawcatuck River, R. I.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars. Connecticut River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement, twenty thousand dollars. Housatonic River, Conn.

Improving Thames River, Connecticut: Continuing improvement, thirty thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be applied for improvement in that portion of New London Harbor known as Shaw's Cove. Thames River, Conn.

Improving Mystic River, Connecticut: Continuing improvement, ten thousand dollars. Mystic River, Conn.

Improving Saugatuck River, Connecticut; seven thousand dollars to be expended in the improvement of the natural channel. Saugatuck River, Conn.

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Hudson River, N. Y.

Improving Hudson River, New York, by extension of project of improvement adopted in eighteen hundred and sixty-seven, so as to provide for a channel twelve feet deep and four hundred feet wide from Coxsackie to the foot of Broadway, Troy, and thence twelve feet deep and three hundred feet wide to the State dam at Troy, one hundred and eighty-seven thousand five hundred dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the plan recommended by Board of Engineers, United States Army, dated October first, eighteen hundred and ninety-one, and printed in House Executive Document Numbered Twenty-three, Fifty-second Congress, first session, for the improvement of the Hudson River, as above stated, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million two hundred and sixty thousand four hundred and six dollars, exclusive of the amount herein and heretofore appropriated.

Coxsackie to Troy dam.

Proviso. Contracts.

Limit.

Newtown Creek and Bay, N. Y.

Improving Newtown Creek and Bay, New York: Continuing improvement, thirty-five thousand dollars.

Harlem River, N. Y.

Improving Harlem River, New York: Continuing improvement, one hundred and seventy-five thousand dollars.

East River and Hell Gate, N. Y.

Improving East River and Hell Gate, New York: Removing obstructions, one hundred and fifty thousand dollars.

Browns Creek, N. Y.

Improving Brown's Creek, Sayville, Long Island, New York: Continuing improvement, five thousand dollars.

Great Chazy River, N. Y.

Improving Great Chazy River, New York: Continuing improvement, five thousand dollars.

Lake Champlain Narrows, N. Y.

Improving narrows at Lake Champlain, New York: To complete improvement, eighteen thousand five hundred dollars.

St. Lawrence River, N. Y.

Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, ten thousand dollars.

Patchogue River, N. Y.

Improving Patchogue River, New York: Continuing improvement, eight thousand dollars.

Niagara River, N. Y.

Vol. 28, p. 341.

Post, p. 681.

Improving Niagara River, from Tonawanda to Port Day, New York, to secure channel eight feet deep at mean lake level, twenty thousand dollars.

Passaic River, N. J.

Improving Passaic River, New Jersey: Continuing improvement, forty-five thousand dollars.

Raritan River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, forty thousand dollars.

Shrewsbury River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, ten thousand dollars.

South River, N. J.

Improving South River, New Jersey: Continuing improvement, seven thousand dollars.

Alloway Creek, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

Elizabeth River, N. J.

Improving Elizabeth River, New Jersey: Continuing improvement, five thousand dollars.

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Improving Mattawan Creek, New Jersey: Completing improvement, nine thousand six hundred and twenty dollars. Mattawan Creek, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, five thousand dollars. Rancocas River, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, three thousand dollars. Shoal Harbor and Compton Creek, N. J.

Improving Goshen Creek, New Jersey, three thousand dollars. Goshen Creek, N. J.

Improving Salem River, New Jersey, two thousand five hundred dollars, to be expended above the canal. Salem River, N. J.

Improving Allegheny River, Pennsylvania: Continuing improvement, twenty-five thousand dollars. Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Completing improvement, forty-six thousand two hundred and fifty dollars. Schuylkill River, Pa.

Improving Delaware River from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, fifty thousand dollars. Delaware River, Pa. and N. J.

For continuing construction of dam at Herr's Island, Allegheny River, Pennsylvania, forty thousand dollars. Herr Island dam, Allegheny River, Pa.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars. Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, three thousand dollars. Smyrna River, Del.

Improving Murderkill River, Delaware; seven thousand dollars. Murderkill River, Del.

Improving Broad Creek River, Delaware, five thousand dollars. Broad Creek River, Del.

Improving Mispillion River, Delaware, according to project recommended by William F. Smith, United States agent, in his letter of November fifth, eighteen hundred and ninety-one, to the Chief of Engineers, United States Army, twelve thousand dollars. Mispillion River, Del.

Improving the inland water way from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the right of way is secured without cost to the United States. Inland waterway, Delaware and Chincoteague bays. *Proviso.* Right of way.

Improving Choptank River, Maryland: Continuing improvement, three thousand dollars. Choptank River, Md.

Improving Susquehanna River, Maryland and Pennsylvania: Continuing improvement, four thousand dollars, to be expended above Havre de Grace. Susquehanna River, Md. and Pa.

Improving Chester River, Maryland: Continuing improvement three thousand dollars. Chester River, Md.

Improving Elk River, Maryland: Continuing improvement, five thousand dollars. Elk River, Md.

Improving Manokin River, Maryland: Continuing improvement, Seven thousand five hundred dollars. Manokin River, Md.

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Northeast River, Md.

Improving Northeast River, Maryland: Completing improvement, two thousand six hundred and forty dollars.

Wicomico River, Md.

Improving Wicomico River [a], Maryland: Continuing improvement, six thousand five hundred dollars.

Patapsco River, Md., Baltimore Harbor.

Improving Patapsco River, Baltimore Harbor, Maryland: For dredging a channel one hundred and fifty feet wide at bottom and of a depth of twenty-seven feet mean low water from the main ship channel to Curtis Bay, in accordance with recommendation of Colonel William P. Craighill, Corps of Engineers, submitted December thirteenth, eighteen hundred and ninety, twenty-eight thousand dollars.

Warwick River, Md.

Improving Warwick River, Maryland: In accordance with recommendation of United States Agent W. F. Smith, submitted August seventeenth, eighteen hundred and ninety-one, six thousand dollars.

La Trappe River, Md.

Improving Latrappe River, Maryland, in accordance with recommendation of United States Agent W. F. Smith, submitted July thirtieth, eighteen hundred and ninety-one, two thousand five hundred dollars.

Potomac River, D. C.

Improving Potomac River, Washington, District of Columbia: Continuing improvement, two hundred thousand dollars.

Appomattox River, Va.

Improving Appomattox River, Virginia: Completing improvement, fifteen thousand and eighty dollars.

Nansemond River, Va.

Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars.

Chickahominy River, Va.

Improving Chickahominy River, Virginia: Completing improvement, five thousand dollars.

James River, Va.

Improving James River, Virginia: Continuing improvement, two hundred thousand dollars.

Mattaponi River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, four thousand dollars, of which one thousand five hundred dollars shall be expended between Aylett's and Guinea's bridges.

Nomini Creek, Va.

Improving Nomini Creek, Virginia: Continuing improvement, ten thousand dollars.

Pamunkey River, Va.

Improving Pamunkey River, Virginia: Continuing improvement, three thousand dollars.

Rappahannock River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, twenty thousand dollars.

Urbana Creek, Va.

Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars.

York River, Va.

Improving York River, Virginia: Continuing improvement, thirty-five thousand dollars.

Aquia Creek, Va.

Improving Aquia Creek, Virginia: Continuing improvement, five thousand dollars.

Occoquan Creek, Va.

Improving Occoquan Creek, Virginia: Continuing improvement, five thousand dollars.

Lower Machodoc Creek, Va.

Improving Lower Machodoc Creek, Virginia, three thousand dollars.

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[a] On the eastern shore.

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Improving Elk River, West Virginia, two thousand five hundred dollars. Elk River, W. Va.

Improving Great Kanawha River, West Virginia; continuing improvement, two hundred and twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the revised project of improvement of January eighth, eighteen hundred and ninety-two, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million eighty thousand seven hundred dollars, exclusive of the amount herein and heretofore appropriated. Kanawha River, W. Va. *Proviso.* Contracts. Limit.

Improving Guyandotte River, West Virginia: For maintenance, two thousand dollars. Guyandot River, W. Va.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Monongahela River, West Virginia: Continuing improvement, twenty-five thousand dollars, for beginning work on lock and dam number ten. Monongahela River, W. Va.

Improving inland water way between Beaufort Harbor and New River, North Carolina: Continuing improvement; ten thousand dollars. Waterway, Beaufort to New River, N. C.

Improving Lockwoods Folly River, North Carolina: Continuing improvement, three thousand dollars. Lockwood Folly River, N. C.

Improving North East (Cape Fear) River, North Carolina: Continuing improvement, five thousand dollars. Northeast (Cape Fear) River, N. C.

Improving Ocracoke Inlet, North Carolina: Continuing improvement, fifteen thousand dollars. Ocracoke Inlet, N. C.

Improving Pasquotank River, North Carolina: Continuing improvement, three thousand dollars. Pasquotank River, N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fifteen thousand dollars. Cape Fear River, N. C.

Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvement, two hundred thousand dollars.

Improving Contentnia Creek, North Carolina: Continuing improvement, seven thousand dollars. Contentnia Creek, N. C.

Improving Neuse River, North Carolina: Continuing improvement, fifteen thousand dollars. Neuse River, N. C.

Improving New River, North Carolina: Continuing improvement, five thousand dollars. New River, N. C.

Improving Pamlico and Tar Rivers, North Carolina: Continuing improvement, ten thousand dollars. Pamlico and Tar rivers, N. C.

Improving Roanoke River, North Carolina: Continuing improvement, fifty thousand dollars. Roanoke River, N. C.

Improving Trent River, North Carolina: Continuing improvement, five thousand dollars. Trent River, N. C.

Improving Yadkin River, North Carolina: Completing improvement, five thousand dollars. Yadkin River, N. C.

Improving Lumber River, North and South Carolina: Continuing improvement, five thousand dollars. Lumber River, N. C. and S. C.

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Fishing Creek, N. C.
Vol. 26, p. 441; vol. 29, p. 220.
Ante, p. 564; *post*, p. 769.

Improving Fishing Creek, North Carolina: Continuing improvement, five thousand dollars, and a former appropriation of ten thousand dollars, together with this, may be expended whenever draws are provided in such bridges as are, in the opinion of the engineer in charge, unreasonable obstructions to navigation.

Black River, N. C.

Improving Block [Black] River, North Carolina: Continuing improvement, ten thousand dollars.

Waterway, Norfolk, Va., to Albemarle Sound, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, nine thousand dollars.

Edisto River, S. C.

Improving Edisto River, South Carolina: Completing improvement, seven thousand three hundred and eighty-five dollars.

Great Pedee River, S. C.

Improving Great Peedee River, South Carolina: Continuing improvement, ten thousand dollars.

Santee River, S. C.

Improving Santee River, South Carolina: Continuing improvement, thirty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim creek.

Waccamaw River, N. C. and S. C.

Improving Waccamaw River, North and South Carolina: Continuing improvement, ten thousand dollars.

Wappoo Cut, S. C.

Improving Wappoo cut, South Carolina: Continuing improvement, ten thousand dollars.

Wateree River, S. C.

Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars.

Congaree River, S. C.

Improving Congaree River, South Carolina: Continuing improvement, five thousand dollars.

Mingo Creek, S. C.

Improving Mingo Creek, South Carolina: Continuing improvement, three thousand dollars.

Little Pedee River, S. C.

Improving Little Peedee River, South Carolina: Continuing improvement, five thousand dollars.

Clark River, S. C.

Improving Clark River, South Carolina: Completeing [*sic*] improvement, two thousand five hundred dollars.

Beaufort River, S. C.

Improving Beaufort River, South Carolina: Completeing [*sic*] improvement, twelve thousand five hundred dollars.

Altamaha River, Ga.

Improving Altamaha River, Georgia: Continuing improvement, fifteen thousand dollars.

Chattahoochee River, Ga. and Ala.

Improving Chattahoochee River, Georgia and Alabama; Continuing improvement, twenty-five thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin.

Flint River, Ga.

Improving Flint River, Georgia: Continuing improvement, fifteen thousand dollars, of which four thousand dollars are to be expended between Albany and Montezuma, and eleven thousand below Albany.

Ocmulgee River, Ga.

Improving Ocmulgee River, Georgia: Continuing improvement, twenty-five thousand dollars, of which twelve thousand five hundred dollars are to be expended between Macon and Hawkinsville, and the like sum below Hawkinsville.

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Improving Oconee River, Georgia: Continuing improvement [*sic*], twenty-five thousand dollars, of which five thousand dollars are to be expended between Milledgeville and the Central Railroad bridge. Oconee River, Ga.

Improving Savannah River, between Augusta and Savannah: Continuing improvement, thirty-five thousand dollars. Savannah River, Ga., Augusta to Savannah.

Improving Jekyl Creek, Georgia: Continuing improvement, seven thousand five hundred dollars. Jekyl Creek, Ga.

Improving Coosa River in Georgia and Alabama, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge in Alabama: Continuing improvement, one hundred and thirty thousand dollars. Coosa River, Ga. and Ala.

Improving Coosa River between Wetumpka, Alabama and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, one hundred thousand dollars, and the restriction as to the size of the locks to be constructed on the Coosa River, placed in the river and harbor act of September nineteenth, eighteen hundred and ninety, is hereby repealed. Coosa River, Ala. Locks. Vol. 26, p. 442. *Ante*, p. 566.

Inside water route between Savannah, Georgia, and Fernandina, Florida, fifteen thousand dollars. Waterway, Savannah, Ga., to Fernandina, Fla.

Improving Savannah River, Georgia, above Augusta, ten thousand dollars. Savannah, Ga., to Fernandina, Fla.

Improving Apalachicola River, Florida, including Lee's Slough and its connection with the Chipola River, and from said connection to the mouth of the Chipola River: Continuing improvement, five thousand dollars. Apalachicola River, Fla.

Improving Caloosahatchee River, Florida, For maintenance, one thousand dollars. Caloosahatchee River, Fla.

Improving Choctawhatchee River, Florida, and Alabama, Continuing improvement, twelve thousand five hundred dollars: *Provided*, That no part of said sum shall be expended above Hollis Bridge until a draw approved by the Secretary of War is put in said bridge. Choctawhatchee River, Fla. and Ala. *Proviso.* Drawbridge.

Improving Escambia and Conecuh Rivers, Florida: Continuing improvement, eight thousand dollars, of which three thousand dollars are for snag boat and five thousand dollars for operating the same. Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, six thousand dollars. Manatee River, Fla.

Improving the channel over the bar at the mouth of the Saint Johns River, Florida: Continuing improvement, one hundred and twelve thousand five hundred dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the project of June eleventh, eighteen hundred and ninety-one, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two hundred and eighty-four thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated. St. Johns River, Fla. *Proviso.* Contracts. Limit.

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Suwanee River, Fla.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars.

Volusia bar, Fla.

Improving Volusia Bar, Florida: For repairs, one thousand dollars.

Oklawaha River, Fla.

Improving Ocklawaha River, Florida: For maintenance, one thousand dollars.

Sarasota Bay, Fla.

Improving Sarasota Bay, Florida: Continuing improvement, two thousand five hundred dollars.

Indian River, Fla.

Proviso.

Vol. 28, pp. 851, 853.

Post, pp. 695, 730.

Improving Indian River, Florida, between Goat Creek and Jupiter Inlet, fifteen thousand dollars: *Provided*, That no part of the money hereby appropriated shall be expended until the Florida Coast Line Canal and Transportation Company surrenders and relinquishes to the United States all the rights and privileges which it now holds under State charter along the entire route.

Alabama River, Ala.

Improving Alabama River, Alabama: Continuing improvement, seventy thousand dollars.

Black Warrior River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, two hundred thousand dollars.

Cahaba River, Ala.

Improving Cahaba River, Alabama: Continuing improvement, seven thousand five hundred dollars.

Tombigbee and Warrior rivers, Ala.

Improving Tombigbee and Warrior Rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, two hundred thousand dollars, of which one hundred and twenty-five thousand dollars are to be expended on the Tombigbee River and seventy-five thousand dollars on the Warrior River, and so much of said sums as may be necessary is authorized to be expended in acquiring by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.

Tombigbee River, Ala.

Improving Tombigbee River from Fulton to Columbus: Continuing improvement, six thousand dollars.

Improving Tombigbee River, from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, thirty-five thousand dollars.

Improving Tombigbee River, from Walker's Bridge to Fulton: Continuing improvement, three thousand dollars.

Big Sunflower River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Noxubee River, Miss.

Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.

Pascagoula River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, twenty thousand dollars.

Pearl River, Miss.

Improving Pearl River, Mississippi, between Edinburg and Carthage: For maintenance, five hundred dollars.

Improving Pearl River, Mississippi, between Carthage and Jackson: Continuing improvement, five thousand dollars.

Improving Pearl River, Mississippi, below Jackson: Continuing improvement, fifteen thousand dollars.

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Improving Steele's Bayou, Mississippi: Continuing improvement, two thousand five hundred dollars. Steele Bayou, Miss.

Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars. Tchula Lake, Miss.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars. Yazoo River, Miss.

Improving Tallahatchee River, Mississippi: Continuing improvement, five thousand dollars; of which amount two thousand dollars may be used in the improvement of said river between the bridge at Panola, Mississippi and the mouth of the Coldwater River at the discretion of the Secretary of War. Tallahatchie River, Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, five thousand dollars. Leaf River, Miss.

Improving Big Black River, Mississippi: Continuing improvement, five thousand dollars. Big Black River, Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge near Shubuta: Continuing improvement, five thousand dollars. Chickasahay River, Miss.

Improving mouth of the Yazoo River, Mississippi, in accordance with plan of Captain J. H. Williard [Willard], Corps of Engineers, United States Army, dated February fourth, eighteen hundred and ninety-two, contained in House Executive Document Numbered One hundred and twenty-five, Fifty-second Congress, first session, including borings and gauges, seventy-five thousand dollars; and should the Secretary of War be unable to obtain such right of way as may be necessary in the prosecution of this work, upon reasonable terms, by agreement, purchase, or voluntary conveyance, he is hereby authorized to apply at any term of the circuit or district court of the United States for the western division of the southern district of Mississippi, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid and in such proceedings said court shall be governed by the laws of the State of Mississippi so far as the same may be applicable to the subject of condemning private property for public use. Yazoo River, Miss., mouth of. Right of way. Condemnation.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars, of which one thousand dollars may be used to construct a turning basin for boats at or near the mouth of Ward's Creek on Bayou Manchac. Amite River and Bayou Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, ten thousand dollars. Bœuf River, La.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Bayou Bartholomew, La. and Ark.

Improving Bayou D'Arbonne, Louisiana: Completing improvement, four thousand dollars; one thousand dollars of which shall be expended in improvement of the Cornie from Steins Bluff to the head of navigation on said stream. Bayou D'Arbonne, La. Bayou Corney.

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Tensas River and Bayou Maçon, La. and Ark.

Improving Tensas River and Bayou Maçon, Louisiana and Arkansas: Continuing improvement, five thousand dollars.

Red River, Ark. and La.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, according to plan of Captain J. H. Willard, Corps of Engineers, United States Army, and for completion of survey, including the work at Alexandria, the widening of that portion of the river known as Little River, the necessary work at the harbor of Shreveport, the closing of outlets on the west bank of the river above Shreveport, and the removal of the "tow head" just above Rush Point, in Caddo Parish, one hundred and forty-five thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, for work in Cypress Bayou and the lakes between Shreveport, Louisiana, and Jefferson, Texas.

Tickfaw River, La.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars.

Bayou Plaquemine, La.

Improving Bayou Plaquemine, Louisiana, Continuing improvement, one hundred and fifty thousand dollars, of which sum not exceeding ten thousand dollars may be used, in the discretion of the Secretary of War, in removing obstructions from Grand River and Pigeon bayous, forming part of the Bayou Plaquemine route.

Bayou Lafourche, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement and removing obstructions, fifty thousand dollars.

Chefuncte River and Bogue Falia, La.

Improving Tchefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars.

Bogue Chitto, La.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.

Bayou Vermilion, La.

Improving the channel, bay and passes of Bayou Vermillion, Louisiana: seven thousand five hundred dollars.

Mermentau River, La.

Improving Mermentau River and tributaries, Louisiana, seven thousand five hundred dollars.

Buffalo Bayou, Tex.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty-five thousand dollars.

Trinity River, Tex.

Improving Trinity River, Texas: Continuing improvement, ten thousand dollars.

Cedar Bayou, Tex.

Improving Cedar Bayou, Texas: Completing [*sic*] improvement, fourteen thousand dollars.

Cypress Bayou and lakes, Tex.

Improving Cypress Bayou and Lakes, Texas and Louisiana: Completing survey, two thousand dollars.

Sabine River, Tex.

Improving Sabine River, up to Sudduth's Bluff, Texas, five thousand dollars.

Arkansas River, Ark. and Ind. T.

Improving Arkansas River, Arkansas and Indian Territory, two hundred and fifty thousand dollars, two-fifths of which amount shall be expended from the mouth of the river to Little Rock, two-fifths from Little Rock to Fort Smith, and one-fifth above Fort Smith.

St. Francis River, Ark.

Improving Saint Francis River, Arkansas: Continuing improvement, eight thousand dollars.

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Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars. Arkansas River.

Improving Black River, Arkansas and Missouri: Continuing improvement, five thousand dollars. Black River, Ark. and Mo.

Improving Petit Jean River, Arkansas: Completing improvement, three thousand five hundred dollars. Petit Jean River, Ark.

Improving White River, Arkansas: Continuing improvement, seventy-five thousand dollars, fifty-three thousand eight hundred and fifteen dollars of which shall be used for completion of the existing project, the remainder to be expended in the discretion of the Secretary of War. White River, Ark.

Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, forty thousand dollars, of which not exceeding five thousand dollars may be used, in the discretion of the Secretary of War, at the harbor of Camden, Arkansas. Ouachita and Black Rivers, Ark. and La.

Improving Red River, above Fulton, Arkansas: Continuing improvement, three thousand five hundred dollars. Red River, Ark.

Improving Cache River, Arkansas: Continuing improvement, two thousand dollars. Cache River, Ark.

Improving Big Hatchee River, Tennessee: Continuing improvement, three thousand five hundred dollars. Hatchee River, Tenn.

Improving Clinch River, Tennessee: Continuing improvement, four thousand dollars. Clinch River, Tenn.

Improving Cumberland River, Tennessee and Kentucky: Continuing improvement above Nashville, two hundred and fifty thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, in the improvement of the river above the town of Burnside. Cumberland River, Tenn. and Ky. Above Nashville.

Improving Cumberland River, Tennessee, below Nashville: Continuing improvement, including the work at the mouth of the river, forty thousand dollars: *Provided*, That ten thousand dollars of this sum, or so much thereof as may be necessary, shall be available for acquiring site and locating lock and dam near the mouth of Harpeth River, Tennessee, according to the survey and plan of Lieutenant-Colonel Barlow, Corps of Engineers, United States Army, submitted in December, eighteen hundred and eighty-nine. Below Nashville. *Proviso.* Lock and dam.

Improving French Broad River, Tennessee: Continuing improvement, fifteen thousand dollars, of which one thousand dollars may be used in removing the bar or shoal in Little Pigeon River, a tributary of the French Broad River. French Broad River, Tenn.

Improving Forked Deer River, Tennessee: Completeing [*sic*] improvement, three thousand dollars. Forked Deer River, Tenn.

Improving Tennessee River, below Chattanooga, Tennessee: Continuing improvement, five hundred thousand dollars, of which twenty-five thousand dollars may be used in continuing the work at Livingston Point, Kentucky. Tennessee River. Below Chattanooga, Tenn.

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Above Chattanooga.

Improving Tennessee River, above Chattanooga, Tennessee: Continuing improvement, twenty-five thousand dollars.

Obion River, Tenn.

Improving Obion River, Tennessee, from its mouth to the crossing of the Louisville and Memphis Railroad in Obion County, seven thousand five hundred dollars.

Kentucky River, Ky.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and fifty thousand dollars.

Ohio River, Ky.

Improving the falls of the Ohio River, Kentucky: Continuing improvement, sixty thousand dollars.

Indiana Chute.

Improving Indiana Chute Fall, Ohio River: Continuing improvement, thirty-five thousand dollars.

Rough River, Ky.

Improving Rough River, Kentucky: Continuing improvement, fifteen thousand dollars.

Levisa Fork, Big Sandy River, Ky.

Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Tug Fork, Big Sandy River, Ky.

Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Big Sandy River, Ky.

Movable dam.

Improving Big Sandy River, near Louisa, Kentucky: For movable dam in lieu of fixed dam according to report and recommendation of Board of Engineers, dated November tenth, eighteen hundred and ninety-one, and found in House Executive Document Numbered Twenty-five, Fifty-second Congress, first session, fifty thousand dollars: *Provided*, That in addition to the said sum the balance on hand from former appropriations made for the fixed dam at that point is hereby made available for the movable dam herein provided for.

Proviso.

Balance available.

Green River, Ky.

Lock No. 5.

Improving Green River, Kentucky, above the mouth of the Big Barren River: For lock number five, according to report and recommendation of Major D. W. Lockwood, Corps of Engineers, United States Army, submitted August eleventh, eighteen hundred and ninety-one, fifty thousand dollars.

Sandusky River, Ohio.

Improving Sandusky River, Ohio: Continuing improvement, five thousand dollars.

Ohio River.

Mouth of Miami River.

Improving Ohio River: Continuing improvement, three hundred and sixty thousand dollars, of which sum thirteen thousand dollars may be expended in completing the embankment on the south side of the Great Miami River near its junction with the Ohio River, to confine the waters of said Miami River in great floods to the general course of its channel at or near the Ohio, to the end that the formation of the bar in the Ohio now obstructing navigation may be arrested; and of said sum thirty thousand dollars, or so much thereof as may be necessary, may be used in improving the navigation of the river at Mound City, Illinois, and ten thousand dollars, or so much thereof as may be necessary, for dredging in Brooklyn Harbor, Illinois, and seven thousand dollars in completing the work at Shawneetown, Illinois.

Mound City, Ill.

Brooklyn, Ill.

Shawneetown, Ill.

Dam at mouth of Beaver River, Pa.

Improving Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania: Continuing improvement, one hundred thousand

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dollars; and the Secretary of War in his discretion may use so much thereof as may be necessary for the survey, location, and obtaining title to land for dam numbered two.

Improving Saginaw River, Michigan: Continuing improvement, one hundred thousand dollars, of which five thousand dollars shall be expended on the West channel at Bay City, and forty thousand dollars, or such less sum as may be necessary, on the river above Bay City. Saginaw River, Mich.

Improving mouth of Black River [a], Michigan: Continuing improvement, ten thousand dollars. Black River, Mich.

Improving Clinton River, Michigan: Completing improvement, eight thousand five hundred and sixty-four dollars. Clinton River, Mich.

Improving Rouge River, Michigan: Completing improvement, eleven thousand six hundred and ninety dollars. Rouge River, Mich.

Improving Detroit River, Michigan, by removal of shoals from city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars. Detroit River, Mich.

Improving Thunder Bay River, Alpena, Michigan: Continuing improvement, ten thousand dollars. Thunder Bay River, Mich.

Improving Black River at Port Huron, Michigan: Continuing improvement up to Washington avenue, ten thousand dollars. Black River, Mich.

Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, for a navigable depth of sixteen feet with a minimum width of seventy feet at the bottom, and for repairs to existing revetments, fifty thousand dollars. Waterway across Keweenaw Point, Lake Superior, Mich.

For acquisition of land for site and beginning construction of turning basin in Rouge River, Michigan, according to plan of General O. M. Poe, Corps of Engineers, United States Army, submitted December twentieth, eighteen hundred and ninety, five thousand dollars. Rouge River, Mich. Turning basin. Vol. 30, p. 1145. *Post*, p. 878.

Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, five thousand dollars. Chippewa River, Wis.

Improving Fox River, Wisconsin: Continuing improvement, seventy-five thousand dollars, of which five thousand dollars, or so much thereof as may be necessary, may be used for work in the harbor of Fond du Lac, Wisconsin, and approaches thereto. Fox River, Wis.

Improving Menominee River, Wisconsin and Michigan: Completing improvement according to modified project, twenty thousand five hundred dollars. Menominee River, Wis. and Mich.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, eight thousand dollars. St. Croix River, Wis. and Minn.

For making free to commerce the Sturgeon Bay and Lake Michigan Ship Canal, connecting the water of Green Bay with Lake Michigan, in the State of Wiscon- Sturgeon Bay and Lake Michigan Ship Canal.

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[a] Empties into St. Clair River.

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sin, eighty-one thousand eight hundred and thirty-three dollars: *Provided*, That no money appropriated for this purpose shall be available until a valid title to all of said premises shall be vested in the United States, nor until the State of Wisconsin shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process on the lands and right of way so conveyed.

Proviso.
Title and jurisdiction.

Red River of the North, Minn.

Improving Red River of the North, Minnesota: Continuing improvement, twenty-five thousand dollars.

Minnesota River, Minn.
Reappropriation.
Vol. 25, p. 419.
Ante, p. 508.

Improving Minnesota River, Minnesota: The sum appropriated by act of August eleventh, eighteen hundred and eighty-eight, is hereby made available for the improvement of the river, omitting the requirement for operations at Belle Plain, pursuant to recommendation of engineer officer, page twenty-two hundred and nine of the reports of eighteen hundred and ninety-one.

Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, sixty thousand dollars.

White River, Ind.

Improving White River, Indiana: Continuing improvement, five thousand dollars.

Calumet River, Ill. and Ind.

Improving Calumet River, Illinois and Indiana: Continuing improvement, seventy-five thousand dollars, of which sixty thousand dollars is to be used below the forks of the river and fifteen thousand dollars above the forks to one-half mile east of Hammond.

Illinois River, Ill.

Improving Illinois River, Illinois: Continuing improvement, one hundred thousand dollars.

Illinois and Mississippi Canal.

For the construction of the Illinois and Mississippi Canal: Continuing construction, five hundred thousand dollars, of which so much as may be necessary shall be used in acquiring the right of way for said canal: *Provided*, That in acquiring right of way the Secretary of War may make agreements for joint user where the canal crosses other lines of transportation if such agreements can be made upon reasonable terms: *Provided further*, That in acquiring the right of way by agreement or otherwise for the crossing of existing public highways over the parts of the canal constructed on land, the basis of agreement or condemnation shall be the construction and maintenance of bridges by the United States Government, as provided for in the detailed plans and estimates heretofore submitted to Congress, but this provision shall not apply to bridges constructed over public waters of the United States now occupying part of the line of the said canal, nor to bridges constructed after the completion of said canal or part thereof adjacent to the bridge sites.

Provisos.
Rights of way.
Basis.
Bridges, etc.

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Improving Kaskaskia River, Illinois, from mouth to Baldwin Bridge: Completing improvement, four thousand five hundred dollars. Kaskaskia River, Ill.

For care and maintenance of reservoirs at the headwaters of the Mississippi River, sixty thousand dollars, of which thirty thousand dollars may be expended for the construction of a navigable pass through the Sandy Lake dam. Mississippi River. Reservoirs at headwaters.

Improving the Mississippi River, from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement, one million one hundred and twenty-five thousand dollars: *Provided*, That on and after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the systematic improvement of the Mississippi River between the points mentioned, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million six hundred and twenty-five thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three: *And provided further*, That of the amount herein appropriated five hundred and twenty-five thousand dollars shall be expended from the mouth of the Ohio River to the mouth of the Missouri River and six hundred thousand dollars from the mouth of the Missouri to Minneapolis; and the amounts for which additional contracts are authorized to be entered into shall be expended in like proportion. The Secretary of War is hereby directed to pay, out of the sum allotted to the river between the mouth of the Missouri River and Minneapolis, to M. J. Adams, five thousand dollars, in full of all claims and demands growing out of the test made by him of what is known as the Adams flume on the Upper Mississippi River, the said test having been authorized by Congress; and the Secretary of War shall expend fifty thousand dollars of said six hundred thousand dollars between the Chicago, Saint Paul, Minneapolis and Onaha [*sic*] Railway bridge at Saint Paul and the Washington avenue bridge, Minneapolis, and may, in his discretion, use a portion of said sum of six hundred thousand dollars, if necessary, to further protect the east bank of the river from erosion, and thus prevent the destruction of the embankment of the Sny Island levee, and a further portion, in his discretion, in the rectification of the river at Clarksville, Missouri, and in repair of harbors of refuge at Stockholm, Wisconsin, and Lake City, Minnesota, on Lake Pepin: *Provided*, That the Secretary of War be, and he is hereby, authorized to pay out of said appropriation the value of work

From mouth of Ohio to Minneapolis.

Provisos.

Additional contracts.

Distribution.

M. J. Adams, payment to.

Between St. Paul and Minneapolis.

Sny Island levee.

Clarksville, Mo.

Harbors of refuge.

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Hannibal Ferry Co. Payment to.

actually done by the Hannibal Ferry Company, not exceeding the sum of two thousand one hundred and seven dollars and fifty cents, on the upper Mississippi River Government dyke, opposite Hannibal, Missouri, during the months of September, October, and November, eighteen hundred and ninety-one.

Quincy Bay, Ill. Balance to be used for levee, Whipple Creek bar. Vol. 26, p. 450. *Ante*, p. 577.

Improving Quincy Bay, Illinois: The balance on hand to credit of this improvement from the appropriation made in the river and harbor act of September nineteenth, eighteen hundred and ninety, is hereby authorized to be expended, or so much thereof as may be necessary, in constructing a retaining levee on Whipple Creek Bar to hold the material dredged from the bay, as recommended by the engineer in charge in the report for eighteen hundred and ninety-one, page twenty-one hundred and twenty-one.

Mississippi River Commission. Head of Passes to mouth of the Ohio. Salaries, etc.

Improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, two million dollars, which sum shall be expended, under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building of levees, and for surveys, including the survey from the Head of the Passes to the headwaters of the river, in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate two million six hundred and sixty-five thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three.

Provisos. Additional contracts. Limit.

For work in accordance with the plans and specifications of the Mississippi River Commission.

Greenville, Miss.

At the harbor of Greenville, Mississippi: Continuing improvement, one hundred thousand dollars.

Vicksburg, Miss.

At the harbor of Vicksburg, Mississippi: Continuing improvement, eighty thousand dollars.

New Orleans, La.

At the harbor of New Orleans, Louisiana: Continuing improvement, eighty thousand dollars.

Natchez, Miss., and Vidalia, La.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana, eighty thousand dollars.

Memphis, Tenn.

At the harbor of Memphis, Tennessee, twenty-five thousand dollars.

New Madrid, Mo.

At the harbor of New Madrid, Missouri, twenty-five thousand dollars.

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At the head of the Atchafalaya and the mouth of Red River, Louisiana, for the rectification thereof: Continuing improvement, eighty thousand dollars.

Atchafalaya and Red rivers, La.

For ship channel twenty and twenty-one feet in depth, and a minimum width of three hundred feet, in the shallows of the connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo, three hundred and seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the plans [a] proposed by General O. M. Poe, Corps of Engineers, United States Army, date January twentieth, eighteen hundred and ninety-one, and printed as House Executive Document, Numbered Two hundred and seven, second session Fifty-first Congress, for such ship channel, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million nine hundred and sixty-five thousand dollars, exclusive of the amount herein appropriated.

Great Lakes. Ship channel, Chicago, Duluth, and Buffalo.

Proviso. Contracts.

Vol. 28, p. 355.

Post, p. 701.

Limit.

Improving Gasconade River, Missouri: Continuing improvement, four thousand dollars.

Gasconade River, Mo.

Improving Osage River, Missouri: Continuing improvement, fifty thousand dollars.

Osage River, Mo.

Improving Missouri River between the foot of the Great Falls of the said river, in Montana, and Sioux City: Continuing improvement one hundred and fifty thousand dollars, a portion of which may be used, in the discretion of the Secretary of War, in the rectification of said river and bank protection at the cities of Pierre and Yankton, South Dakota.

Missouri River. Between Great Falls, Mont., and Sioux City.

Improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks, and gauges: Continuing improvement, six hundred thousand dollars, to be expended under the direction of the Secretary of War in the systematic improvement of the river according to the plans and specifications of the Missouri River Commission, as approved by the Chief of Engineers: *Provided*, That in the discretion of said Commission a portion of such sum may be expended in the protection of harbors and localities on the river within said limits: *And provided also*, That on and after the passage of this act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Missouri River Commission for the improvement of said river, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceed-

Missouri River Commission. Salaries, etc. Improvement.

Proviso.

Harbors.

Additional contracts.

[a] The river and harbor act of Aug. 18, 1894, provides that all work pertaining to the St. Clair Flats Ship Canal shall be embraced within this project.

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Limit.

ing in the aggregate seven hundred and fifty thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-three.

Missouri River.

Examination for water power.

Examination of Missouri River from Three Forks to Canyon Ferry, Montana, with a view of determining at what points, if any, use might be made of water power for manufacturing or other purposes, without unreasonably impairing the navigability of that portion of said river, two thousand five hundred dollars.

Colorado River, Ariz.

Improving Colorado River by construction of a levee on the Gila River near its junction with the Colorado River at Yuma, Arizona, so as to confine the waters to the channel of said rivers, ten thousand dollars.

Sacramento and Feather rivers, Cal.

Vol. 26, p. 456.

Ante, p. 586.

Improving Sacramento and Feather rivers, California, according to plan of the Board of Engineers, appointed pursuant to the provision of the act of September nineteenth, eighteen hundred and ninety, submitted February third, eighteen hundred and ninety-one, and printed as House Executive Document, Number Two hundred and forty-six, Fifty-first Congress, second session, including treatment of the Yuba River near and above Marysville, one hundred and fifty thousand dollars.

San Joaquin River, Cal.

Proviso.

Right of way.

Improving San Joaquin River, California, including making the cut-off at Twenty-one Mile Slough and the double cut-off between Stockton Channel and Devil's Elbow, as proposed by Major W. H. Heuer: Continuing improvement, sixty-five thousand dollars: *Provided*, That no money shall be expended for making the cut-offs until the right of way on the line of the cut-offs shall have been conveyed to the United States free of expense.

Petaluma Creek, Cal.

Improving Petaluma Creek, California: Continuing improvement, ten thousand dollars.

Mokelumne River, Cal.

Proviso.

Drainage canal.

Improving Mokelumne River, California: Continuing improvement, two thousand five hundred dollars: *Provided*, That no part of said sum shall be used until the drainage canal cut by private parties near New Hope Landing shall have been closed.

Cascades Canal.

Vol. 29, p. 470.

Post, p. 740.

Proviso.

Contracts.

Limit.

Improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, three hundred and twenty-six thousand two hundred and fifty dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement of the Columbia River at that point, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million four hundred and nineteen thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated.

Board of Engineers to report on removal of obstructions to navigation, Columbia River.

The President is hereby authorized to appoint a board of engineers to consist of seven members, of whom three shall be from civil life, whose duty it shall be to thoroughly examine the obstructions to navigation in the

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Columbia River, in that portion from the navigable waters thereof below Three Mile Rapids to the navigable waters above the Celilo Falls, and report as soon as they conveniently can to the Secretary of War such plan for overcoming or removing said obstructions as in their opinion is most feasible and best adapted to the necessities of commerce, together with a statement as to the usefulness of such improvement to navigation, its relation and value to commerce and the most desirable location therefor, the cost of construction and of the right of way, including the necessary land therefor being considered. They shall also report the details of such plans, with estimates of its cost. The sum of twenty thousand dollars, or so much thereof as may be necessary, is hereby appropriated to defray the cost of such examination and survey and the expenses of said board.

Upper Columbia River, Oreg. and Wash.

Improving Upper Columbia River, including Snake River, as far up as Asotin, Oregon and Washington: Continuing improvement, fifteen thousand dollars.

Columbia River, Oreg.

Improving mouth of Columbia River, Oregon: Continuing improvement, three hundred and fifty thousand dollars.

Willamette River, Oreg.

Improving Willamette River at and above Portland, Oregon: Continuing improvement, thirty thousand dollars, of which three thousand dollars shall be used in removing obstructions in Yamhill River up to McMinnville.

Lower Willamette and Columbia rivers, Portland, Oreg.

Improving Lower Willamette and Columbia rivers, in front of and below Portland, Oregon: Continuing improvement, one hundred and fifty thousand dollars, to be applied to obtaining a twenty-five foot channel.

Coquille River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty-five thousand dollars.

Siuslaw River, Oreg.

Improving the mouth of the Siuslaw River, Oregon: Continuing improvement, twenty thousand dollars.

Upper Coquille River, Oreg.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Five thousand dollars, to be used in deepening channel to four feet at mean low water.

Snake River, Idaho.

Improving Upper Snake River, Idaho, between Huntington Bridge and Seven Devils mining district, twenty thousand dollars.

Cowlitz River, Wash.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Puget Sound, etc., Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement, fifteen thousand dollars.

Swinomish Slough, Wash.

Improving Swinomish Slough, Washington: For a channel four feet in depth at the mean of the lower low waters, twenty-five thousand dollars.

Nasel River, Wash.

Improving Nasel River, Washington: Completing improvement, one thousand five hundred dollars.

Columbia River, Wash.

Improving Columbia River, Washington, between the mouth of the Willamette River and the city of Van-

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couver: Completing improvement, in accordance with the plan recommended by Major Thomas H. Handbury and printed in House Executive Document Numbered Thirty-six, Fifty-second Congress, first session, thirty-three thousand dollars.

Willapa River, Wash.

Improving Willapa River and Harbor, Washington, eighteen thousand dollars, of which eight thousand dollars may be used for closing Mailboat Slough.

Rejection of bids not advantageous.

SEC. 2. That in cases where authority has been granted to the Secretary of War in this act to make contracts for the completion of certain works of river and harbor improvement, he is hereby authorized to reject any bids not in his opinion advantageous to the Government, and to issue new proposals.

SEC. 3. That section seven of the river and harbor act of September nineteenth, eighteen hundred and ninety, be amended and re-enacted so as to read as follows [a]:

Obstructions by wharves, etc.

"SEC. 7. That it shall not be lawful to build any wharf, pier, dolphin, boom, dam, weir, breakwater, bulkhead, jetty, or structure of any kind outside established harbor lines, or in any navigable waters of the United States where no harbor lines are or may be established, without the permission of the Secretary of War, in any port, roadstead, haven, harbor, navigable river, or other waters of the United States, in such manner as shall obstruct or impair navigation, commerce, or anchorage of said waters; and it shall not be lawful hereafter to commence the construction of any bridge, bridge draw, bridge piers and abutments, causeway, or other works over or in any port, road, roadstead, haven, harbor, navigable river or navigable waters of the United States, under any act of the legislative assembly of any State, until the location and plan of such bridge or other works have been submitted to and approved by the Secretary of War, or to excavate or fill, or in any manner to alter or modify the course, location, condition or capacity of any port, roadstead, haven, harbor, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless approved and authorized by the Secretary of War:

Vol. 25, p. 423; vol. 26, p. 454, amended; vol. 30, p. 1151; vol. 32, p. 374. *Ante*, pp. 515, 582; *post*, 886, 1009.

Construction of bridges, etc., under State law.

Secretary of War to approve plans, etc.

Altering, etc., ports, etc., forbidden

Proviso.

Existing lawful bridges, etc., excepted.

Provided, That this section shall not apply to any bridge, bridge draw, bridge piers, and abutments the construction of which has been heretofore duly authorized by law, or be so construed as to authorize the construction of any bridge, draw bridge, bridge piers and abutments or other works under an act of the legislature of any State, over or in any stream, port, roadstead, haven or harbor or other navigable water not wholly within the limits of such State.

No authority for bridges under State law over waters not wholly in State.

* * * * *

[a] This section is amended by the river and harbor acts approved Mar. 3, 1899 (secs. 9 and 10), and June 13, 1902 (sec. 10).

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SEC. 5. That no money appropriated for the improvement of rivers and harbors in this act or hereafter, shall be expended for dredging inside of harbor lines duly established. Dredging within harbor lines.

SEC. 6. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit: Surveys.

ARKANSAS. Arkansas.

Saline River.
Little River.
Fourche Le Fevre and Current River.
Ouachita River, above Camden.

CALIFORNIA. California.

Old River Branch of San Joaquin River.
San Joaquin River from Hill's Ferry to Firebaugh's Ferry, including closing of sloughs on the river above Stockton.
Navigable slough [a], in the bay of San Francisco.
Merced River.
Mouth of Navarro River.
Tuolumne River.
Harbor of Crescent City.
Stanislaus River.
Entrance to harbor of San Francisco, known as Golden Gate.
Alviso Slough.

CONNECTICUT. Connecticut.

Norwalk Harbor.
Westport Harbor.
Stonington Harbor, and the entrance thereto.

DELAWARE. Delaware.

Nanticoke River.
Mouth of Saint Jones River.
For inland water way connecting the Mispillion and Broadkiln rivers so as to reopen the navigation of Cedar, Slaughter, and Primehook creeks.

FLORIDA. Florida.

Harbor of Cape Canaveral.
The bar at the junction of Choctawhatchee Bay and Santa Rosa Sound.
The bar at the mouth of Alaqua Bayou, at its entrance into Choctawhatchee Bay.

GEORGIA. Georgia.

Savannah River between Spirit Island and the point where the Charleston and Savannah Railway crosses said river.

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[a] The report on this item had reference to Twelvemile Creek.

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Idaho.

IDAHO.

Kootenai River, from Fry, Idaho, to international boundary line.

Spokane River, from Post Falls to Lake Cœur d'Alene.

Iowa.

IOWA.

Mississippi River at and near Bellevue, Iowa, with a view to so repairing and fixing dam that ferry channel will be restored.

Mississippi River, Iowa side from mouth of Iowa River to Burlington, to determine the best method of removing the bars and deepening the channel.

Indiana.

INDIANA.

Harbor at Evansville.

Wolf River Harbor, on Lake Michigan; and the engineer will report whether Wolf River and lake are navigable water ways of the United States or whether covered in whole or in part by claims of private ownership.

Illinois.

ILLINOIS.

Ohio River at or near Elizabethtown, Illinois, for the purpose of determining the most practicable method of improving the harbor at that place.

Hamburg Bay, on the Mississippi River, in Calhoun County.

Little Wabash and Embarras rivers.

Outer harbor at mouth of Calumet River.

Harbor at Moline.

Kansas.

KANSAS.

Kansas River.

Kentucky.

KENTUCKY.

Ohio River between the cities of Ludlow and Covington, in Kentucky, and Cincinnati, Ohio, from the Chesapeake and Ohio Railway bridge to the Cincinnati Southern Railway bridge to prevent washing and damage to banks on Kentucky shore.

Ohio River between Livingston Point and the head of Tennessee Island with the view of protecting the harbor and marine ways at Paducah, Kentucky.

Licking River, with a view to providing slack-water navigation.

Big Sandy River from its junction with the Ohio River to the crossing of the Big Sandy by the Chesapeake and Ohio Railroad bridge, with a view of ascertaining if there be a bar in the Ohio River at the mouth of said Big Sandy obstructing navigation, and if there be whether confining the waters of the Big Sandy to the general

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course of its channel between said points the said bar will be removed.

LOUISIANA. Louisiana.

Harbor of refuge on Lake Pontchartrain, most suitable point at or near entrance into the Old and New basins.

Bayous Black [a] and Terrebonne, with a view of connecting them between Southdown Plantation and Houma, Louisiana, and opening a shorter and safer inland water route from the Mississippi Valley via Berwicks Bay to Texas and Mexico.

MAINE. Maine.

Rockland Harbor.
Tennants Harbor.
Vinal Haven.
Carver Harbor.
Owl Head Harbor.
French's Beach Harbor.
Lincolnville Harbor.
South Fork of Bagaduce River.
George's River.

Portland Harbor, with a view to extending the channel along the front of the wharves on the south side of the harbor, so as to give a depth of eight feet at mean low water as far south as the plush mill wharf.

Channel near Hardy's Point below Pembroke.

MASSACHUSETTS. Massachusetts.

Vincent Cove, Gloucester Harbor.
Gloucester, from Five Pound Island to head of river.
Neponsit River.
New Bedford Harbor.
Woods Holl.

East Boston channel, from the southeasterly line of the location of the Boston, Revere Beach and Lynn Railroad to the channel at Jeffries Point, so called, and Chelsea River, from Grand Junction railroad bridge to the Boston and Maine, eastern division, railroad bridge.

Tarpaulin Cove, Naushon Island, for a breakwater.
Saugus River.

MISSISSIPPI. Mississippi.

Pearl River near Jackson, Mississippi, to determine whether it would be advantageous to divert the river from its present channel so that it would flow through what is known as "Tanyard Branch," and if so whether it is feasible and what it would cost to so divert it.

Mississippi Sound [b], outside of the range of islands

[a] Discharges into Bayou Bœuf, which latter empties into Berwick Bay (an enlargement of Atchafalaya River) at Morgan City.

[b] The report on this item had exclusive reference to "deepening the channel into Ship Island Harbor," that is, the improvement of Ship Island Pass.

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off the Mississippi coast, with a view of making an entrance for vessels.

Biloxi Bay, known as Back Bay, north of the town of Biloxi and up to town of Handsboro [a], with a view of removing bars.

Pearl River, Edinburg to Lake Burnside.

Bar at the mouth of Wolf River.

Bar at the mouth of Jordan River.

Homochitto River, from its mouth to the Louisville, New Orleans and Texas Railroad bridge.

Channel at mouth of Old Fort Bayou.

Cassidys Bayou, Cold Water River.

Maryland.

MARYLAND.

South Branch of Patapsco River, at Baltimore, from Craighill Channel to Light Street bridge.

Middle Branch of Patapsco River, from Light Street bridge to foot of Eutaw street.

Pocomoke River, with a view of uniting the waters of said river with the waters of Synepuxent Bay, at a point above Snow Hill.

Black Walnut Harbor, at the mouth of Great Choptank River.

Mouth of Parish Creek.

Wicomico River, western shore of the State.

Michigan.

MICHIGAN.

Pine River, at Saint Clair City.

Belle River, Marine City, from its mouth to Broadway Street bridge.

Hammond Bay, Lake Huron, at the mouth of Ocqueoc River.

Sebewaing River, Saginaw Bay.

New Jersey.

NEW JERSEY.

Whale Creek.

Cooper Creek.

Dennis Creek.

Barnegat Inlet, entrance and harbor.

New York.

NEW YORK.

Harbor of refuge in Mexico Bay on Lake Ontario.

Channel connecting Freeport with Great South Bay.

Berrian's Creek, Long Island.

Seaford Creek, Long Island.

Southold Harbor, Long Island.

Fort Pond Bay at the east end of Long Island, including an estimate of the cost of an adequate breakwater.

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[a] Handsboro is situated on Bayou Bernard, about 2½ miles from its mouth. The bayou empties into Back Bay.

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For channel west of Robbins Reef Light-House to connect the mouth of Arthur Kill with New York Harbor.

Dunkirk Harbor, with a view of securing sixteen feet of water.

Allegheny River, from Olean, New York, to Warren, Pennsylvania.

NORTH CAROLINA. North Carolina.

For breakwater to protect town of Beaufort.

Potohunk River.

Durham's Estuary from mouth to village of Edwards Mills.

OHIO. Ohio.

Ohio River between Ironton, Ohio, and three miles along and up the Ohio east of the mouth of Guyan River, West Virginia, for the purpose of ascertaining what is necessary to clear said river between said points of obstructions and to deepen the channel thereof where necessary, with all such other improvements as may be found expedient for the storing and harboring of steamboats, coal barges, and for the landing and shipping of coal and other freights on said river between said points.

Little Miami River, with the view of affording an ice harbor.

Raccoon River from its junction with the Ohio River for fifty miles of said Raccoon River.

OREGON. Oregon.

Chetco River.

Inner navigation of Alsea River.

Nestucca River, as far as Woods.

Rogue River, from Grant Pass to the mouth.

Navigable tide-water channels of Coos River, with a view to remove snags, logs, and other obstructions.

Yamhill River, from mouth to McMinnville, for slack-water navigation by lock and dam at Lafayette.

Willamette River, above Oregon City.

Harbor at Yaquina Bay, with a view to obtaining twenty-five feet of water at mean low water upon the bar at the entrance.

PENNSYLVANIA. Pennsylvania.

For lock and dam on Allegheny River, at or near Tarentum.

For lock and dam at the most practicable point for navigation on Allegheny River, between the dam at Tarentum and Herr Island Dam.

For the location of the necessary number of movable locks and dams on the Ohio River between Davis Island Dam and the dam at or near the mouth of the Beaver River, in Pennsylvania.

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Rhode Island.

RHODE ISLAND.

Apponaug Harbor, Cowessett Bay.
Wickford Harbor, Narragansett Bay.
Breachway into Salt Pond, Block Island.
Greenwich Harbor, Greenwich Bay.
Pawtuxet Harbor, Providence River.
Inner Harbor at Point Judith Breakwater [a].

South Carolina.

SOUTH CAROLINA.

Lynch River.

South Dakota.

SOUTH DAKOTA.

James River.

Tennessee.

TENNESSEE.

Sequatchie River.
Duck River.
Hiawassee River in Tennessee from its confluence with the Tennessee River to the mouth of the Ocoee River.
Wolf River.
Harbor at Memphis, including removal of bar forming opposite the upper part of the city, and bank protection along the city front.
Emory River, from its mouth to Harriman.

Texas.

TEXAS.

Channel through Sabine Lake from Sabine Pass to mouths of Sabine and Neches Rivers.
Sabine River, from Sudduth's Bluff to Logansport, Louisiana.
Brazos River, from its mouth to the town of Richmond.
From the mouth of Neches River to Shooks Bluff.
Sulphur River from its mouth to Sulphur Station.

Vermont.

VERMONT.

Harbor at Adams Landing, so called, on Grand Isle, and North Hero Harbor, on Lake Champlain.

Virginia.

VIRGINIA.

Milford Haven, bar at mouth.
Morattico Creek, obstruction at mouth.
Little Wicomico River, obstruction at mouth.
Harbor at Petersburg and Appomattox River, for diversion of waters to Old North Channel above city.

Washington.

WASHINGTON.

Snohomish River from mouth to Lowell.
Lewis River from its mouth to Speliah Creek.
Nooksack River, with a view of removing obstructions, straightening channel to prevent jams and the filling of Bellingham Bay with deposits of earth.

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[a] The report on this item had reference to Point Judith Pond.

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Everett Harbor, including mouth of Snohomish River.

Upper Columbia River, Washington, from the international boundary to Rock Island Rapids.

WISCONSIN.

Wisconsin.

Lake Pepin, whether additional harbors of refuge are necessary, and if necessary, where the same should be located.

Green Bay, from light-house to first bridge on Fox River.

Harbor at Stockbridge on Lake Winnebago.

Harbor at Calumet on Lake Winnebago.

Fox River, on the necessity and advisability of building a protection wall on the canal at Kaukauna.

Allouez Bay and Nemadji River, at Superior.

Preliminary examinations.

SEC. 7. That the preliminary examinations ordered in this act shall be made by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer and the division engineer of the locality shall report to the Chief of Engineers, first, whether, in their opinion, the harbor or river under examination is worthy of improvement by the General Government, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce; and, second, if worthy of improvement by the General Government, what it will cost to survey the same, with the view of submitting plan and estimate for its improvement; and the Chief of Engineers shall submit to the Secretary of War the reports of the local and division engineers, with his views thereon and his opinion of the public necessity or convenience to be subserved by the proposed improvement; and all such reports of preliminary examinations, with such recommendations as he may see proper to make, shall be transmitted by the Secretary of War to the House of Representatives, and are hereby ordered to be printed when so made.

Report.

Details.

Reports to be sent to House of Representatives and printed.

Appropriation for examinations, etc.

SEC. 8. For preliminary examinations, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate, for the same fiscal year, shall be made unless ordered by a resolution of Congress. The Government shall not be deemed to have entered upon any project for the

Provisos.

No survey, etc., unless provided for.

No supplemental reports, etc., to be made.

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No project authorized until appropriation made.

improvement of any water way or harbor mentioned in this act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Approved, July 13, 1892.

July 23, 1892. Vol. 27, p. 264.

CHAP. 240.—An Act To establish a division line between land of the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company.

Preamble.

Whereas a conflict has arisen between the United States and the Pittsburg, Fort Wayne and Chicago Railroad Company as to the true location of the division line between land owned by them respectively on the north shore of Ohio River adjacent to the Davis Island Dam, in Allegheny County, Pennsylvania; and

Whereas the following described compromise line of division between said properties is satisfactory to the United States, to wit: Beginning at a stone monument, A, in the western boundary line of property acquired by the United States of America from William Jackman, said property line being the former division line between properties of William Jackman and Alexander Taylor, said monument being located sixteen and eight-hundredths feet from the south rail of the present south main track of said Pittsburg, Fort Wayne and Chicago Railway, measured on the boundary line, said stone monument being also ten feet (measured at right angles) from the future south rail of future south main track of Pittsburg, Fort Wayne and Chicago Railway as located; thence south forty-four degrees and forty minutes east, five hundred eighty-one and three-tenths feet to a stone monument, B, located thirty-one and eight-tenths feet northeast from the inner-face wall of the western gate recess, Davis Island Dam; thence continuing south forty-four degrees and forty minutes east, to a point southeastwardly from said stone monument, B, seven and six-tenths feet; thence north forty-five degrees and thirty minutes east, five and ninety-two hundredths feet to a point; thence south forty-four degrees and forty minutes east, fifty-four and eight-tenths feet to a point; thence south forty-five degrees and thirty minutes west five and ninety-two hundredths feet to a point on the compromise (or dividing) line; thence south forty-four degrees and forty minutes east two hundred eight and five-tenths feet to a point twenty-one and two-tenths feet distant northwardly from the northwest corner of lock-keeper's house; thence continuing by same course and straight line eighty-six and eight-tenths feet to a point twenty and eight-tenths feet distant northwardly from the northeast corner of lock-keeper's house; thence continuing by same course and straight line one hundred and fifty-six and seven-tenths feet to a stone monument, C; thence southeastwardly by a curved line,

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radius eight thousand five hundred and ninety-four feet, a distance of one hundred and nineteen and seven-tenths feet to a point thirty and three-tenths feet northeast from inner face of eastern gate recess, Davis Island Dam; thence continuing southeastwardly by same curved line six hundred and thirty-five feet to a stone monument, D; thence southeastwardly by straight line tangent to last-mentioned line a distance of one hundred and thirty-one feet to a stone monument, E, on the eastern boundary line of property of the United States of America acquired from Thomas Mulvehill: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the United States of America do consent to the division line hereinbefore recited and specified between their land and that of the Pittsburg, Fort Wayne and Chicago Railroad Company on the north shore of the Ohio River at the Davis Island Dam upon the relinquishment and conveyance by the said railroad company of all its right, title, and interest in and to the property on the south or river side of said recited line to the United States; and upon such relinquishment and conveyance to the United States in a manner valid and satisfactory to the Attorney-General the United States do hereby release and convey all their right, title, and interest in and to the property north of said recited line to the said Pittsburg, Fort Wayne and Chicago Railroad Company: *Provided*, That no spare material shall be stored south of the proposed new track of the said railroad company for a space of seven hundred and thirty feet, beginning fifty feet above the upper gate recess and ending fifty feet below the lower gate recess: *Provided also*, That the said railroad company shall construct a walk of crushed limestone such as is used at its stations, from Bellevue Station to the lock house: *And provided also*, That the said railroad company shall protect the ends of the recesses, if necessary, by masonry walls.

Davis Island dam, Pa. Settlement of division line with Pittsburgh, Fort Wayne and Chicago R. R. Co.

Provisos. Storage of material.

Walk.

Masonry walls.

Approved, July 23, 1892.

CHAP. 271.—An Act To authorize the construction of jetties, piers, and breakwaters at private expense in the Gulf of Mexico, at the mouth of Ropes Pass, in the State of Texas.

July 27, 1892. Vol. 27, p. 277.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Port Ropes Company, a corporation existing under the laws of the State of Texas, which has partially constructed a ship channel across Mustang Island, in said State, for the purpose of obtaining a deep-water harbor upon the coast of Texas, at its own cost and expense, by connecting the waters of Corpus Christi Bay with those of the Gulf of Mexico, be, and is hereby, authorized to protect the gulf entrance to said ship chan-

Port Ropes Co. may construct jetties, etc., Mustang Island, Texas.

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nel, and to further prosecute its project of obtaining and maintaining a deep-water harbor, by constructing suitable jetties, piers, and breakwaters as far out into the waters of the Gulf of Mexico as may be requisite to obtain and maintain a channel with a depth of thirty feet, more or less.

Completion.

SEC. 2. That said work shall be prosecuted by the said the Port Ropes Company, its successors and assigns, diligently, and completed within seven years from the passage of this act and entirely at its own expense and nothing in this act shall be construed as committing the Government of the United States to any expenditure for the whole or any part of the same. And the said company shall hold the United States harmless from any damage that may accrue to any person or persons by reason of the construction of its work.

United States not liable for damages, etc.

United States may purchase works on completion.

SEC. 3. That at any time after said improvements and works have been completed as herein provided, and a depth of twenty feet has been obtained, the United States shall have the right to pay the said company, or their assigns, successors, or legal representatives, the value of the works constructed under this act or under or by virtue of any authority granted by the State of Texas, which value shall be ascertained by appraisement to be made by three officers of the Engineer Corps of the United States Army, who shall be appointed for that purpose by the Secretary of War, and on such payment being made by the United States all rights to said work on the part of said parties shall cease; but nothing in this act shall be construed as compelling or requiring the Government to take possession of and pay for said works unless so desired by the Government of the United States.

Appraisement.

Purchase not compulsory.

Amendment.

SEC. 4. That Congress may at any time alter, amend, or repal [*sic*] this act.

Approved, July 27, 1892.

July 27, 1892. Vol. 27, p. 280.

CHAP. 275.—An Act To provide for the improvement of the outer bar of Brunswick, Georgia.

Brunswick, Ga. Payments to C. P. Goodyear upon securing deep-water channel over outer bar.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be authorized to pay to C. P. Goodyear [a], his heirs or assigns, upon the procurement by said C. P. Goodyear, his heirs or assigns, of a practicable channel over the outer bar of Brunswick, Georgia, at least one hundred feet in width and of a mini-

[a] The following amounts were paid to Mr. Goodyear pursuant to the provisions of this act and acts amendatory thereof, viz: $30,000 (act of August 18, 1894), $100,000 (act of June 3, 1896), $90,000 (act approved March 3, 1899), and $45,000 (act approved June 13, 1902); total $265,000.

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mum depth of twenty-two feet at ordinary mean high tide, on or before November first, eighteen hundred and ninety-two, the sum of ten thousand dollars; upon the procurement as aforesaid on or before January first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-three feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before March first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar at a minimum depth at ordinary mean high tide of twenty-four feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before May first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; upon procurement on or before October first, eighteen hundred and ninety-three, of a minimum depth in said channel over said outer bar of twenty-six feet at ordinary mean high tide, and of a width of not less than one hundred and twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; and should the depth of twenty-five feet at ordinary mean high tide in said channel over said outer bar be procured on or before the time aforesaid and maintained for two years for the width named thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid; and should the depth of twenty-six feet at ordinary mean tide for the width named be procured on or before the date named and maintained for two years thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall perform said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom of said channel, in his or their discretion, and not otherwise; and the channel to be deepened as aforesaid shall be north of the present buoyed-out channel, so that said work shall not interfere with the commerce of the port of Brunswick during the progress of such work. The Secretary of War shall detail an officer of engineers to examine and report upon said work from time to time, at such times as the said C. P. Goodyear, his heirs and assigns, announce that they have complied with the conditions as to any of the depths and widths named, or as to the maintenance of depths of twenty five and twenty-six feet, and payments to be made as aforesaid upon the certificate of such engineer that such depth and width or such maintenance has been accomplished in accordance with the provisions of this act. And the

Vol. 27, p. 529; vol. 28, p. 342; vol. 29, p. 208; vol. 30, p. 1125; vol. 32, p. 338.
Post, pp. 666, 682, 752, 850, 959.

Work to be done by exploding dynamite.

Engineer officer to report on maintenance, etc.

Appropriation.

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money necessary to carry out the provisions of this act is hereby appropriated out of any money in the Treasury not otherwise appropriated.

Approved, July 27, 1892.

July 28, 1892. Vol. 27, p. 282.

CHAP. 311.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-two, and for prior years, and for other purposes.

Deficiencies appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-two, and for prior years, and for other objects hereinafter stated, namely:

* * * * *

Fox and Wisconsin rivers improvement.

FOX AND WISCONSIN RIVER IMPROVEMENT.

Payment of flowage damages. Vol. 18, p. 506. *Ante*, p. 252. Vol. 27, p. 667. *Post*, p. 670.

For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General, and fully set forth in House Executive Document Numbered Two hundred and twenty-two, first session of the Fifty-second Congress, one hundred and nine thousand and twenty-two dollars and thirty-three cents [a].

Claims certified by accounting officers.

SEC. 2. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund—under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and eighty-nine and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered One hundred and ninety-nine, Fifty second Congress, first session, there is appropriated as follows:

Vol. 18, p. 110. *Ante*, p. 225. Vol. 23, p. 254.

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[a] The deficiency act approved March 3, 1893, makes this appropriation applicable to the payment of the judgment of G. C. Griffith in the sum of $1,179, the same having been inadvertently omitted in the report of the Attorney-General, but included in the total sum appropriated.

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CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller.

* * * * *

For improving harbor at San Francisco, California, twenty-two cents.

San Francisco Harbor, Cal.

For improving Missouri River, twenty-eight cents.

Missouri River.

For Mississippi River Commission, forty-four dollars and eighty cents.

Mississippi[a] River Commission.

* * * * *

Approved, July 28, 1892.

CHAP. 316.—An Act Authorizing the Secretary of War to lease public property in certain cases.

July 28, 1892. Vol. 27, p. 321.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That authority be, and is hereby, given to the Secretary of War, when in his discretion it will be for the public good, to lease, for a period not exceeding five years and revocable at any time, such property of the United States under his control as may not for the time be required for public use and for the leasing of which there is no authority under existing law, and such leases shall be reported annually to Congress [a]: *Provided*, That nothing in this act contained shall be held to apply to mineral or phosphate lands.

Secretary of War may lease public property not required. Vols. 26, p. 685; 28, p. 491. *Ante*, p. 602; *post*, p. 728.

Proviso. Mineral, etc., lands excepted.

Approved, July 28, 1892.

CHAP. 380.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-three, and for other purposes.

Aug. 5, 1892. Vol. 27, p. 349.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-three, namely:

Sundry civil expenses appropriations.

* * * * *

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement removal of Smith's Island and Windmill Island, Pennsylvania, and Petty's Island, New Jersey, and adjacent shoals, forty-one thousand dollars.

Harbors. Philadelphia, Pa.

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[a] By act approved August 23, 1894, the south pier, Chicago River, Ill., is excepted from the above provisions.

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Baltimore, Md.

For improving harbor at Baltimore, Maryland: Completing improvement, two hundred and eight thousand dollars.

Galveston, Tex.

For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, four hundred and fifty thousand dollars.

Hay Lake channel, St. Marys River, Mich.

For improving Hay Lake Channel, Saint Mary's River, Michigan: Continuing improvement, one hundred and fifteen thousand dollars.

* * * * *

Harbor of New York.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors, etc.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Maintenance of steamers.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars; in all, thirty-three thousand dollars.

* * * * *

Approved, August 5, 1892.

Jan. 6, 1893. Vol. 27, p. 414.

CHAP. 21.—An Act Authorizing the sale of land in the vicinity of Fort Mifflin on the River Delaware.

Fort Mifflin, Pa., sale of land near, authorized.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War and the Secretary of the Navy for the time being are authorized to sell, at such price as may be agreed upon by the Attorney-General and themselves, and convey to the International Navigation Company, a corporation created under the laws of the Commonwealth of Pennsylvania, subject to such conditions as they shall deem proper for the public interest, the right, title, and interest of the United States in and to so much of the land described in deed by John W. Ashmead and wife to the United States, dated the twenty-eighth day of March, eighteen hundred and fifty-one, being in the vicinity of Fort Mifflin on the river Delaware, lying outside the dike or river bank and eastward of the fort, as will, in the judgment of said Secretary of War, the Secretary of the Navy and the Attorney-General, not be prejudicial to the interests of the United States: *Provided*, That the right, title, and interest to so much of this land as may be needed as sites for dikes, shall be retained by the United States, together with the right to maintain and control said dikes.

Proviso. Dikes, etc.

Approved, January 6, 1893.

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CHAP. 44.—An Act To amend "An Act to promote the construction of a safe deep-water harbor on the coast of Texas," approved February ninth, eighteen hundred and ninety-one.

Jan. 23, 1893.
Vol. 27, p. 422.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section two of said act be so amended as to extend the time of commencing said work two years from the ninth day of February, eighteen hundred and ninety-three.

Approved, January 23, 1893.

Padre Island Harbor, Tex.
Vols. 26, p. 740; 30, p. 1128; 32, p. 341.
Ante, p. 603; *post*, pp. 855, 964.
Time extended for commencing.

[No. 10.] Joint Resolution Directing the Secretary of War to investigate the subject of raft-towing on the Great Lakes and their connecting waters.

Feb. 3, 1893.
Vol. 27, p. 754.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, directed to appoint a board, to consist of three officers of the Engineer Corps of the Army, to investigate the subject of raft-towing on the Great Lakes and their connecting waters, and to report to Congress as to what restrictions, if any, should be placed upon the size and manner of constructing and towing rafts upon said Great Lakes and their connecting waters.

Approved, February 3, 1893.

Great Lakes. Board to investigate, etc., raft towing.

CHAP. 64.—An Act Relating to the anchorage and movement of vessels in the port of Chicago.

Feb. 6, 1893.
Vol. 27, p. 431.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be authorized and directed to define and establish anchorage grounds for vessels in the harbors of Chicago, and waters of Lake Michigan adjacent thereto, to adopt suitable rules and regulations in relation to the same, and also to adopt suitable rules and regulations governing the use of marked inshore channels in Lake Michigan in front of the city of Chicago, and to take all necessary measures for the proper enforcement of such rules and regulations.

Chicago, Ill.
Anchorage grounds, etc., to be established by Secretary of Treasury.

SEC. 2. That in the event of the violation of any such rules or regulations by the owner, master, or person in charge of any vessel, such owner, master, or person in charge of such vessel shall be liable to a penalty of one hundred dollars, and the said vessel may be holden for the payment of such penalty, and may be seized and proceeded against summarily by libel for the recovery of the same in any United States district court for the district

Penalty for violation of rules.

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within which such vessel may be, and in the name of the officer designated by the Secretary of the Treasury.

Approved, February 6, 1893.

Feb. 23, 1893. Vol. 27, p. 472.

CHAP. 153.—An Act Granting certain rights and privileges to the commissioners of waterworks in the city of Erie, Pennsylvania.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the commissioners of waterworks in the city of Erie, State of Pennsylvania, be, and they are hereby, granted the right to lay, extend, and maintain [*sic*] their intake pipe from their present pumping station at the foot of Chestnut street, at Erie, Pennsylvania, across the Bay of Presque Isle to the peninsula, thence across the land belonging to the United States on the peninsula to the shore of Lake Erie, thence into the lake as far as may be advisable to secure pure water, together with the use of such land on the peninsula as may be needed for the proper laying, protection, and maintaining the pipe and the erection of all buildings necessary for the construction, care, and supervision of the work, and for maintaining the same.

Erie, Pa.

May lay water pipes across Government land.

Lands.

Use for roads granted.

Also the use of such land belonging to the United States as may be required for a road, or roads, to and from the main land to place of crossing; all according to such plans and specifications as may be approved by the Secretary of War, and such plans shall be executed under his direction and supervision.

Amendment, etc.

SEC. 2. The right to alter, amend or repeal this act is hereby reserved.

Approved, February 23, 1893.

Feb. 24, 1893. Vol. 27, p. 474.

CHAP. 156.—An Act To amend "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July thirteenth, eighteen hundred and ninety-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July thirteenth, eighteen hundred and ninety-two, be amended in so far as the same provides for the improvement of Conneaut Harbor, Ohio, by striking out "for relocation of channel and construction of new piers" (scheme B, Engineer's report), and inserting "to widen and deepen the existing old channel" (scheme A, Engineer's report).

Conneaut Harbor, Ohio.

Change in improvement. Vol. 27, p. 93. *Ante*, p. 618.

Approved, February 24, 1893.

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CHAP. 183.—An Act To create the California Debris Commission and regulate hydraulic mining in the State of California. Mar. 1, 1893. Vol. 27, p. 507.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a commission is hereby created, to be known as the California Debris Commission, consisting of three members. The President of the United States shall, by and with the advice and consent of the Senate, appoint the commission from officers of the Corps of Engineers, United States Army. Vacancies occurring therein shall be filled in like manner. It shall have the authority, and exercise the powers hereinafter set forth, under the supervision of the Chief of Engineers and direction of the Secretary of War.

California Debris Commission created. Vols. 25, p. 498; 27, p. 393. *Ante*, pp. 533, 610. Appointment. Authority and power.

SEC. 2. That said commission shall organize within thirty days after its appointment by the selection of such officers as may be required in the performance of its duties, the same to be selected from the members thereof. The members of said commission shall receive no greater compensation than is now allowed by law to each, respectively, as an officer of said Corps of Engineers. It shall also adopt rules and regulations, not inconsistant [*sic*] with law, to govern its deliberations and prescribe the method of procedure under the provisions of this act.

Organization. Compensation. Rules, etc., of procedure.

SEC. 3. That the jurisdiction of said commission, in so far as the same affects mining carried on by the hydraulic process, shall extend to all such mining in the territory drained by the Sacramento and San Joaquin river systems in the State of California. Hydraulic mining, as defined in section eight hereof, directly or indirectly injuring the navigability of said river systems, carried on in said territory other than as permitted under the provisions of this act is hereby prohibited and declared unlawful.

Jurisdiction. Injurious hydraulic mining prohibited.

SEC. 4. That it shall be the duty of said commission to mature and adopt such plan or plans, from examinations and surveys already made and from such additional examinations and surveys as it may deem necessary, as will improve the navigability of all the rivers comprising said systems, deepen their channels, and protect their banks. Such plan or plans shall be matured with a view of making the same effective as against the encroachment of and damage from debris resulting from mining operations, natural erosion, or other causes, with a view of restoring, as near as practicable and the necessities of commerce and navigation demand, the navigability of said rivers to the condition existing in eighteen hundred and sixty, and permitting mining by the hydraulic process, as the term is understood in said state, to be carried on, provided the same can be accomplished without injury to the navigability of said rivers or the lands adjacent thereto.

Duty of Commission. Improving navigability of rivers, etc. Certain hydraulic mining permitted.

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Surveys of storage sites for débris, reservoirs, etc.

SEC. 5. That it shall further examine, survey, and determine the utility and practicability, for the purposes hereinafter indicated, of storage sites in the tributaries of said rivers and in the respective branches of said tributaries, or in the plains, basins, sloughs, and tule and swamp lands adjacent to or along the course of said rivers, for the storage of debris or water or as settling reservoirs, with the object of using the same by either or all of these methods to aid in the improvement and protection of said navigable rivers by preventing deposits therein of debris resulting from mining operations, natural erosion, or other causes, or for affording relief thereto in flood time and providing sufficient water to maintain scouring force therein in the summer season; and in connection therewith to investigate such hydraulic and other mines as are now or may have been worked by methods intended to restrain the debris and material moved in operating such mines by impounding dams, settling reservoirs, or otherwise, and in general to make such study of and researches in the hydraulic mining industry as science, experience, and engineering skill may suggest as practicable and useful in devising a method or methods whereby such mining may be carried on as aforesaid.

Examination of hydraulic and other mines, etc.

Noting condition of navigable channels.

SEC. 6. That the said commission shall from time to time note the conditions of the navigable channels of said river systems, by cross-section surveys or otherwise, in order to ascertain the effect therein of such hydraulic mining operations as may be permitted by its orders and such as is caused by erosion, natural or otherwise.

Annual report.

Contents.

SEC. 7. That said commission shall submit to the Chief of Engineers, for the information of the Secretary of War, on or before the fifteenth day of November of each year, a report of its labors and transactions, with plans for the construction, completion, and preservation of the public works outlined in this act, together with estimates of the cost thereof, stating what amounts can be profitably expended thereon each year. The Secretary of War shall thereupon submit same to Congress on or before the meeting thereof.

"Hydraulic mining" and "mining by the hydraulic process" defined.

SEC. 8. That for the purposes of this act "hydraulic mining" and "mining by the hydraulic process," are hereby declared to have the meaning and application given to said terms in said State.

Hydraulic miners must file petition with Commission.

SEC. 9. That the individual proprietor or proprietors, or in case of a corporation its manager or agent appointed for that purpose, owning mining ground in the territory in the State of California mentioned in section three hereof, which it is desired to work by the hydraulic process, must file with said commission a verified petition, setting forth such facts as will comply with law and the rules prescribed by said commission.

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SEC. 10. That said petition shall be accompanied by an instrument duly executed and acknowledged, as required by the law of the said State, whereby the owner or owners of such mine or mines surrender to the United States the right and privilege to regulate by law, as provided in this act, or any law that may hereafter [*sic*] be enacted, or by such rules and regulations as may be prescribed by virtue thereof, the manner and method in which the debris resulting from the working of said mine or mines shall be restrained, and what amount shall be produced therefrom; it being understood that the surrender aforesaid shall not be construed as in any way affecting the right of such owner or owners to operate said mine or mines by any other process or method now in use in said State: *Provided*, That they shall not interfere with the navigability of the aforesaid rivers.

Surrender to United States of right to regulate the working, etc.

Use of other processes, etc., not affected.

Proviso. Navigability of rivers.

SEC. 11. That the owners of several mining claims situated so as to require a common dumping ground or dam or other restraining works for the débris issuing therefrom in one or more sites may file a joint petition setting forth such facts in addition to the requirements of section nine hereof; and where the owner of a hydraulic mine or owners of several such mines have and use common dumping sites for impounding débris or as settling reservoirs, which sites are located below the mine of an applicant not entitled to use same, such fact shall also be stated in said petition. Thereupon the same proceedings shall be had as provided for herein.

Joint petition by mining claim owners requiring common dumping ground, etc.

SEC. 12. A notice specifying briefly the contents of said petition and fixing a time previous to which all proofs are to be submitted shall be published by said commission in some newspaper or newspapers of general circulation in the communities interested in the matter set forth therein. If published in a daily paper such publication shall continue for at least ten days; if in a weekly paper in at least three issues of the same. Pending publication thereof said commission, or a committee thereof, shall examine the mine and premises described in such petition. On or before the time so fixed all parties interested, either as petitioners or contestants, whether miners or agriculturists, may file affidavits, plans, and maps in support of their respective claims. Further hearings, upon notice to all parties of record, may be granted by the commission when necessary.

Notice of petition, etc., to be published.

Examination pending publication.

Affidavits, plans, etc., may be filed.

Hearings.

SEC. 13. That in case a majority of the members of said commission, within thirty days after the time so fixed, concur in a decision in favor of the petitioner or petitioners, the said commission shall thereupon make an order directing the methods and specifying in detail the manner in which operations shall proceed in such mine or mines; what restraining or impounding works, if facilities therefor can be found, shall be built, and maintained; how and of what material; where to be located; and in general set forth such further requirements and safeguards as will

Favorable decisions within 30 days.

Order directing methods of mining, conditions, etc.

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protect the public interests and prevent injury to the said navigable rivers, and the lands adjacent thereto, with such further conditions and limitations as will observe all the provisions of this act in relation to the working thereof and the payment of taxes on the gross proceeds of the same: *Provided*, That all expense incurred in complying with said order shall be borne by the owner or owners of such mine or mines.

Taxes on gross proceeds. *Proviso.* Expenses.

Plans, etc., to be submitted to Commission.

SEC. 14. That such petitioner or petitioners must within a reasonable time present plans and specifications of all works required to be built in pursuance of said order for examination, correction, and approval by said commission; and thereupon work may immediately commence thereon under the supervision of said commission or representative thereof attached thereto from said Corps of Engineers, who shall inspect same from time to time. Upon completion thereof, if found in every respect to meet the requirements of the said order and said approved plans and specifications, permission shall thereupon be granted to the owner or owners of such mine or mines to commence mining operations, subject to the conditions of said order and the provisions of this act.

Commencement of works. Supervision and inspection.

Completion of works.

Permission to commence mining.

Conditions, etc., as to commencing operations.

SEC. 15. That no permission granted to a mine owner or owners under this act shall take effect, so far as regards the working of a mine, until all impounding dams or other restraining works, if any are prescribed by the order granting such permission, have been completed and until the impounding dams or other restraining works or settling reservoirs provided by said commission have reached such a stage as, in the opinion of said commission, it is safe to use the same: *Provided, however*, That if said commission shall be of the opinion that the restraining and other works already constructed at the mine or mines shall be sufficient to protect the navigable rivers of said systems and the work of said commission, then the owner or owners of such mine or mines may be permitted to commence operations.

Proviso. Navigation, etc., sufficiently protected.

Allotment of expenses for common constructing dumps, etc.

SEC. 16. That in case the joint petition referred to in section eleven hereof is granted, the commission shall fix the respective amounts to be paid by each owner of such mines toward providing and building necessary impounding dams or other restraining works. In the event of a petition being filed after the entry of such order, or in case the impounding dam or dams or other restraining works have already been constructed and accepted by said commission, the commission shall fix such amount as may be reasonable for the privilege of dumping therein, which amount shall be divided between the original owners of such impounding dams or other restraining works in proportion to the amount respectively paid by each party owning same. The expense of maintaining and protecting such joint dam or works shall be divided among mine-owners using the same in such proportion as the commis-

Subsequent petitioners to pay for dumping privilege.

Apportionment of such payment to original owners.

Maintenance, etc.

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sion shall determine. In all cases where it is practicable, restraining and impounding works are to be provided, constructed, and maintained by mine-owners near or below the mine or mines before reaching the main tributaries of said navigable waters.

Location.

SEC. 17. That at no time shall any more débris be permitted to be washed away from any hydraulic mine or mines situated on the tributaries of said rivers and the respective branches of each, worked under the provisions of this act, than can be impounded within the restraining works erected.

Limit of débris washed away.

SEC. 18. That the said commission may at any time, when the condition of the navigable rivers or when the capacities of all impounding and settling facilities erected by mine-owners or such as may be provided by Government authority require same, modify the order granting the privilege to mine by the hydraulic mining process so as to reduce amount thereof to meet the capacities of the facilities then in use, or, if actually required in order to protect the navigable rivers from damage, may revoke same until the further notice of the commission.

Modification, etc., of orders.

SEC. 19. That an intentional violation on the part of a mine owner or owners, company, or corporation, or the agents or the employees of either, of the conditions of the order granted pursuant to section thirteen, or such modifications thereof as may have been made by said commission, shall work a forfeiture of the privileges thereby conferred, and upon notice being served by the order of said commission upon such owner or owners, company or corporation, or agent in charge, work shall immediately cease. Said commission shall take necessary steps to enforce its orders in case of the failure, neglect, or refusal of such owner or owners, company, or corporation, or agents thereof, to comply therewith, or in the event of any person or persons, company, or corporation working by said process in said territory contrary to law.

Forfeiture for violating conditions.

Work to cease upon service of notice.

Enforcement of orders, etc.

SEC. 20. That said commission, or a committee therefrom, or officer of said corps assigned to duty under its orders, shall, whenever deemed necessary, visit said territory and all mines operating under the provisions of this act. A report of such examination shall be placed on file.

Visiting mines.

Report.

SEC. 21. That the said commission is hereby granted the right to use any of the public lands of the United States, or any rock, stone, timber, trees, brush, or material thereon or therein, for any of the purposes of this act; and the Secretary of the Interior is hereby authorized and requested, after notice has been filed with the Commissioner of the General Land Office by said commission, setting forth what public lands are required by it under the authority of this section, that such land or lands shall be withdrawn from sale and entry under the laws of the United States.

Use of public lands and material.

Withdrawal of lands from sale and entry.

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Willful injury to works a misdemeanor.

SEC. 22. That any person or persons who wilfully or maliciously injure, damage, or destroy, or attempt to injure, damage, or destroy, any dam or other work erected under the provisions of this act for restraining, impounding, or settling purposes, or for use in connection therewith, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not to exceed the sum of five thousand dollars, or be imprisoned not to exceed five years, or by both such fine and imprisonment, in the discretion of the court. And any person or persons, company or corporation, their agents or employees, who shall mine by the hydraulic process directly or indirectly injuring the navigable waters of the United States, in violation of the provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine not exceeding five thousand dollars, or by imprisonment not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That this section shall take effect on the first day of May, eighteen hundred and ninety-three.

Penalty.

Violation of act a misdemeanor.

Penalty.

Proviso. Operative date.

Tax on gross proceeds of hydraulic mines.

SEC. 23. That upon the construction by the said commission of dams or other works for the detention of debris from hydraulic mines and the issuing of the order provided for by this act to any individual, company, or corporation to work any mine or mines by hydraulic process, the individual, company, or corporation operating thereunder working any mine or mines by hydraulic process, the debris from which flows into or is in whole or in part restrained by such dams or other works erected by said commission, shall pay a tax of three per centum on the gross proceeds of his, their, or its mine so worked; which tax of three per centum shall be ascertained and paid in accordance with regulations to be adopted by the Secretary of the Treasury, and the Treasurer of the United States is hereby authorized to receive the same. All sums of money paid into the Treasury under this section shall be set apart and credited to a fund to be known as the "Debris Fund," and shall be expended by said commission under the supervision of the Chief of Engineers and direction of the Secretary of War, in addition to the appropriations made by law in the construction and maintenance of such restraining works and settling reservoirs as may be proper and necessary: *Provided*, That said commission is hereby authorized to receive and pay into the Treasury from the owner or owners of mines worked by the hydraulic process, to whom permission may have been granted so to work under the provisions thereof, such money advances as may be offered to aid in the construction of such impounding dams or other restraining works, or settling reservoirs, or sites therefor, as may be deemed necessary

Ascertainment and payment of tax.

Regulations, etc.

A "débris fund" created.

Expenditures from same by Commission.

Provisos. Money advances from mine owners.

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by said commission to protect the navigable channels of said river systems, on condition that all moneys so advanced shall be refunded as the said tax is paid into the said debris fund: *And provided further*, That in no event shall the Government of the United States be held liable to refund same except as directed by this section.

Refund of same when tax is paid.
Limitation.

SEC. 24. That for the purpose of securing harmony of action and economy in expenditures in the work to be done by the United States and the State of California, respectively, the former in its plans for the improvement and protection of the navigable streams and to prevent the depositing of mining debris or other materials within the same, and the latter in its plans authorized by law for the reclamation, drainage, and protection of its lands, or relating to the working of hydraulic mines, the said commission is empowered to consult thereon with a commission of engineers of said State, if authorized by said State for said purpose, the result of such conference to be reported to the Chief of Engineers of the United States Army, and if by him approved shall be followed by said commission.

Commission may consult with State commission of engineers.

Report on conference.
Approval.

SEC. 25. That said commission, in order that such material as is now or may hereafter be lodged in the tributaries of the Sacramento and San Joaquin River systems resulting from mining operations, natural erosion, or other causes, shall be prevented from injuring the said navigable rivers or such of the tributaries of either as may be navigable and the land adjacent thereto, is hereby directed and empowered, when appropriations are made therefor by law, or sufficient money is deposited for that purpose in said debris fund, to build at such points above the head of navigation in said rivers and on the main tributaries thereof, or branches of such tributaries, or at any place adjacent to the same, which in the judgment of said Commission, will effect said object (the same to be of such material as will insure safety and permanency), such restraining or impounding dams and settling reservoirs, with such canals, locks, or other works adapted and required to complete same. The recommendations contained in Executive Document Numbered Two hundred and sixty-seven, Fifty-first Congress, second session, and Executive Document Numbered Ninety-eight, Forty-seventh Congress, First session, as far as they refer to impounding dams, or other restraining works, are hereby adopted, and the same are directed to be made the basis of operations. The sum of fifteen thousand dollars is hereby appropriated, from moneys in the Treasury not otherwise appropriated, to be immediately available to defray the expenses of said commission.

Appropriations from débris fund to be expended in restraining works, etc., above head of navigation, etc.

Recommendations adopted and made basis of operations.
Vol. 29, p. 232.
Post, p. 787.

Appropriations.

Approved, March 1, 1893.

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Mar. 1, 1893.
Vol. 27, p. 529.

CHAP. 191.—An Act To amend an Act approved July twenty-seventh, eighteen hundred and ninety-two, entitled "An Act to provide for the improvement of the outer bar of Brunswick, Georgia."

Brunswick, Ga.

Payments to C. P. Goodyear upon securing deep-water channel over outer bar.

Vols. 27, p. 280, amended; 28, p. 342; 29, p. 208; 30, p. 1125; 32, p. 338.

Ante, p. 652; *post*, pp. 682, 752, 850, 959.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be authorized to pay to C. P. Goodyear [a], his heirs or assigns, upon the procurement by said C. P. Goodyear, his heirs or assigns, of a practicable channel over the outer bar of Brunswick, Georgia, at least one hundred feet in width, and of a minimum depth of twenty-two feet at ordinary mean high tide, on or before November first, eighteen hundred and ninety-three, the sum of ten thousand dollars; upon the procurement, as aforesaid, on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-three feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid, on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar at a minimum depth at ordinary mean high tide of twenty-four feet, ten thousand dollars more, to be paid in manner aforesaid; upon the procurement as aforesaid on or before November first, eighteen hundred and ninety-three, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; upon procurement, on or before November first, eighteen hundred and ninety-three, of a minimum depth in said channel over said outer bar of twenty-six feet at ordinary mean high tide, and of a width not less than one hundred and twenty-five feet, ten thousand dollars more, to be paid in manner aforesaid; and should the depth of twenty five feet, at ordinary mean high tide in said channel over said outer bar, be procured on or before the time aforesaid, and maintained for two years for the width named thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid; and should the depth of twenty six feet, at ordinary mean high tide for the width named, be procured on or before the date named, and maintained for two years thereafter, twenty-five thousand dollars in addition, to be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall perform said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom of said channel, in his or their discretion, and not otherwise; and the channel to be

Extension of time, etc.

Work to be done by exploding dynamite.

[a] The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: $30,000 (act of August 18, 1894), $100,000 (act of June 3, 1896), $90,000 (act approved March 3, 1899), and $45,000 (act approved June 13, 1902); total, $265,000.

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deepened as aforesaid shall be north of the present buoyed-out channel, so that said work shall not interfere with the commerce of the port of Brunswick during the progress of such work. The Secretary of War shall detail an officer of engineers to examine and report upon said work from time to time, at such times as the said C. P. Goodyear, his heirs and assigns, announce that they have complied with the conditions as to any of the depths and widths named, or as to the maintenance, of depths of twenty-five and twenty-six feet, and payments to be made as aforesaid upon the certificate of such engineer that such depth and width, or such maintenance, has been accomplished in accordance with the provisions of this act. And said engineer officer shall specially report as to the means used to acquire and maintain said depths and widths. And the money necessary to carry out the provisions of this act is hereby reappropriated out of any money in the Treasury not otherwise appropriated.

Engineer officer to report on maintenance, etc.

Special report on means used.

Reappropriation.

Approved, March 1, 1893.

CHAP. 208.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes.

Mar. 3, 1893. Vol. 27, p. 572.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, namely:

Sundry civil expenses appropriations.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Harbor of New York.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Maintenance of steamers.

For pay of crew and maintenance of steamer Nimrod, eight thousand dollars;

In all, thirty-one thousand dollars.

* * * * *

ENGINEER DEPARTMENT.

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement removal of Smiths Island and Windmill Island, Pennsylvania, and Pettys Island, New Jersey, and adjacent shoals, five hundred thousand dollars.

River and harbor improvements. Philadelphia, Pa. Removal of islands.

For improving harbor at Galveston, Texas: Continuing improvement to entrance to harbor, one million dollars.

Galveston Harbor.

For improving Hay Lake Channel, Saint Marys River, Michigan: Continuing improvement, two hundred and twenty-five thousand dollars.

Hay Lake channel, St. Marys River, Mich.

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Hudson River, N. Y.

For improving Hudson River, New York: Continuing improvement, five hundred thousand dollars.

Oswego, N. Y.
Unexpended balance may be expended.
Vol. 27, p. 90.
Ante, p. 614.

That the Secretary of War be, and he is hereby, authorized to expend, under the supervision of the Chief of Engineers, so much of the unexpended balance remaining from the appropriation of July thirteenth, eighteen hundred and ninety-two, for improving harbor at Oswego, New York, and now available, as may be necessary and he may approve to remove a rocky ledge and other substances, and to deepen said harbor within the lines thereof to a uniform depth.

Kanawha River, W. Va.

For improving Great Kanawha River, West Virginia: Continuing improvement, five hundred thousand dollars.

St. Johns River, Fla.

For improving Saint Johns River, Florida: Continuing improvement of channel over bar at the mouth, two hundred and eighty-four thousand five hundred dollars.

Mississippi River, from mouth of Ohio River to landing, Minneapolis, Minn.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, six hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents; continuing improvement from the mouth of the Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents; in all, one million five hundred and twenty-five thousand dollars.

St. Marys River at the Falls, Mich.
Proviso.

For improving Saint Marys River at the Falls, Michigan: Continuing improvement, one million two hundred and thirty thousand dollars: *Provided*, that of the amount hereby appropriated the sum of twenty-five thousand dollars, or so much thereof as may be necessary, may be expended in widening the present channel at "the elbow" at the lower end of Lake George, in Saint Mary's River, Michigan.

Channel at "Elbow" of Lake George.

Channel, Chicago, Duluth, to Buffalo.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, eight hundred and seventy-five thousand dollars.

Cascades of Columbia River, Oreg.
Vol. 29, p. 470.
Post, p. 740.

For improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, one million two hundred and thirty-nine thousand six hundred and fifty-three dollars.

Harbor of refuge, Point Judith, R. I.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, one hundred thousand dollars.

Charleston, S. C.
Sullivan Island and Mt. Pleasant shore.

For improving harbor at Charleston, South Carolina, including Sullivan Island and Mount Pleasant Shore: Continuing improvement, seven hundred and fifty thousand dollars.

Savannah, Ga.

For improving harbor at Savannah, Georgia: Continuing improvement, one million dollars.

Mobile, Ala.

For improving harbor at Mobile, Alabama: Continuing improvement, five hundred thousand dollars.

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For improving harbor and bay at Humboldt, California: Continuing improvement, five hundred and twenty-two thousand dollars. Humboldt, Cal.

Under Mississippi River Commission: For improving Mississippi River from head of the passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commisison, two million six hundred and sixty-five thousand dollars. Mississippi River Commission. Head of Passes to mouth of Ohio. Salaries, etc.

Under Missouri River Commission: For improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars, fifty thousand dollars of which may be used for removal of snags and other like obstructions in the Missouri River above Sioux City, Iowa; to be expended under the direction of the Secretary of War: *Provided*, That not more than three-fourths of the foregoing appropriations under head of "Engineer Department," for rivers and harbors, shall be expended during the fiscal year ending June thirtieth, eighteen hundred and ninety-four; but this proviso shall not apply to the appropriations herein made for the improvements of the Mississippi and Missouri Rivers and of Hay Lake Channel. Missouri River Commission. Salaries, etc. *Proviso.* Limit of expenditures. Exceptions.

And hereafter the Secretary of War shall furnish to the Secretary of the Treasury, on or before the first day of October of each year, estimates of all appropriations required for river and harbor improvements for the next fiscal year to be included in the Book of Estimates prepared by law under his direction. Secretary of War to furnish annual estimates on or before Oct. 1.

And the Secretary of War is hereby instructed to cause a preliminary examination and survey to be made at the mouth of the Crawfish Creek, in the first ward, and the mouth of Mill Creek, in the twenty-first ward of the city of Cincinnati, Ohio, as to availability of either or both said locations for an ice harbor. Cincinnati, Ohio. Survey for ice harbor.

* * * * *

Approved, March 3, 1893.

CHAP. 210.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-three, and for prior years, and for other purposes. Mar. 3, 1893. Vol. 27, p. 646.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the Deficiencies appropriations.

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appropriations for the fiscal year, eighteen hundred and ninety-three, and for prior years, and for other objects hereinafter stated, namely:

* * * * *

Green River, Ky., rebuilding lock.

REBUILDING LOCK ON GREEN RIVER, KENTUCKY: For rebuilding lock numbered two on Green River, at Rumsey, in the State of Kentucky, sixty-five thousand dollars, or so much thereof as may be necessary.

* * * * *

Fox and Wisconsin rivers improvement.
Payment of flowage damages.
Vol. 18, p. 506.
Ante, p. 252.

FOX AND WISCONSIN RIVER IMPROVEMENT: For payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, under the act approved March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General, and fully set forth in Senate Executive Document Numbered Ninety, second session of the Fifty-second Congress, including commissioners' accounts as therein set forth, thirty thousand nine hundred and eighty-five dollars and fifty cents.

G. C. Griffith judgment.
Vol. 27, p. 308.
Ante, p. 654.
Appropriation made applicable.

The appropriation of one hundred and nine thousand and twenty-two dollars and thirty-three cents made by the act of July twenty-eighth, eighteen hundred and ninety-two, for payment of the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, in the State of Wisconsin, is hereby made applicable to the payment of the judgment of G. C. Griffith in the sum of one thousand one hundred and seventy-nine dollars, the same having been inadvertently omitted in the report of the Attorney-General of such judgments, but included in the total sum appropriated.

Claims certified by accounting officers.
Vol. 18, p. 110.
Ante, p. 225.
Vol. 23, p. 254.

SEC. 2. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document Numbered One hundred and ninety-one, Fifty-second Congress, second session, there is appropriated as follows:

* * * * *

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CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER.

Claims allowed by Third Auditor and Second Comptroller.

* * * * *

For improving harbor at San Francisco, California, except for service over Pacific railroads, thirty-five cents.

San Francisco Harbor, Cal.

For improving Little River, Missouri and Arkansas, eighty cents,

Little River, Mo. and Ark.

* * * * *

Approved, March 3, 1893.

CHAP. 12.—An Act To amend an Act of Congress approved May twelfth, eighteen hundred and ninety, granting to the Aransas Pass Harbor Company the right to improve Aransas Pass.

Jan. 22, 1894. Vol. 28, p. 26.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Aransas Pass Harbor Company, which is engaged in the improvement of Aransas Pass under the provisions contained in an Act of Congress entitled "An Act for the improvement of Aransas Pass," approved May twelfth, eighteen hundred and ninety, is hereby relieved from the conditions of said Act which require the construction of said work to be commenced within one year from the date of its approval and to be diligently prosecuted by the expenditure of at least three hundred thousand dollars per annum thereafter, and to secure a navigable depth over the outer bar of fifteen feet of water within three years after the date of approval of said Act, and of twenty feet within five years from said date; and the said company is hereby authorized to continue and complete its work of improvement as set forth in said Act: *Provided*, That work shall be resumed by the said Aransas Pass Harbor Company within six months from the date of approval of this act, and shall be diligently prosecuted to completion, and said company shall secure a navigable depth over the outer bar of at least twenty feet of water within two years from the date of approval of this act. And in the event of said company failing to resume said work within the said six months, or failing to diligently prosecute the same, or to secure a navigable depth of twenty feet of water over the outer bar within the time required by this act, then Congress may revoke the privileges herein granted in relation to said improvement.

Aransas Pass Harbor.

Time for constructing work extended.

Vol. 26, p. 106.

Ante, p. 543. Vol. 29, p. 3. *Post*, p. 736.

Proviso. Resumption of work.

Revocation on failure.

SEC. 2. That the right of Congress to alter, amend, or repeal this act is hereby reserved.

Amendment, etc.

Approved, January 22, 1894.

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Jan. 22, 1894. Vol. 28, p. 27.

CHAP. 15.—An Act To authorize the construction and maintenance of a dam or dams across the Kansas River, within Shawnee County, in the State of Kansas.

Kansas River. Dam across, authorized in Shawnee County.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago-Topeka Light, Heat, and Power Company, a corporation organized under the laws of the State of Illinois, its successors and assigns, be, and they are hereby, authorized and empowered to construct and maintain a dam or dams across the Kansas River, at any suitable place or places within the county of Shawnee, in the State of Kansas: *Provided*, That on notice by the Secretary of War that said dam or dams are material obstructions to navigation, said dam or dams shall be at once removed, or suitable lock or locks provided by the owner or owners thereof at his or their expense, so as not to interfere with navigation: *And provided further*, That if after due and sufficient notice in such case the owner or owners of said dam or dams shall neglect or fail to provide suitable lock or locks, or otherwise modify or remove said obstructions, in such manner as the Secretary of War may direct, the said Secretary is hereby authorized and directed to cause suitable lock or locks to be provided, or said obstructions to be removed or modified at the expense of the United States, and to institute proceedings against the person or persons or corporation owning or controlling said dam or dams for the recovery of the expense thereof before the circuit court of the United States in and for the district in which said dam or dams may be located.

Provisos.

Removal, etc.

Removal, etc., by Secretary of War.

Recovery of expense.

Commencement and completion.

SEC. 2. That the dam or dams herein provided for shall be commenced within one year from the date of approval of this act and completed within three years, under penalty of the forfeiture of the franchise herein granted.

Amendment, etc.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, January 22, 1894.

Feb. 24, 1894. Vol. 28, p. 38.

CHAP. 30.—An Act Granting to the Des Moines Rapids Power Company the right to erect, construct, operate, and maintain a wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois.

Des Moines Rapids Power Co. may build dam, etc., Mississippi River, Ill.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Des Moines Rapids Power Company, a corporation created and organized under the laws of the State of Illinois, its successors and assigns, to erect, construct, operate, and maintain a canal along the east bank of the Mississippi River, between Nauvoo and Hamilton, in Hancock County, in the State of Illinois, to erect, construct, operate, and maintain a power station thereon, and

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to project, erect, construct, operate, and maintain a wing dam five hundred feet into the river from the head of said canal, and to make such other improvements as may be necessary within said limit for the development of water power and the generation, use, and transmission thereform [*sic*] of electric energy and power at, in, and upon the Des Moines Rapids of the Mississippi River: *Provided*, That the constructions hereby authorized do not in any way interfere with the existing low-water channel over the Des Moines Rapids, or with any interests of navigation: *And provided further*, That until the plans and locations of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War the canal shall not be commenced or built.

Provisos.

Navigation not obstructed.

Secretary of War to approve plans, etc.

SEC. 2. That this act shall be null and void if actual construction of the works herein authorized be not commenced within two years and completed within four years from the date hereof.

Commencement and completion.

SEC. 3. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, February 24, 1894.

CHAP. 61.—An Act To provide for further urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes.

Apr. 21, 1894. Vol. 28, p. 58.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, being for the service of the fiscal year eighteen hundred and ninety-four, namely:

Urgent deficiencies appropriations.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor.

For pay of crew and maintenance of steamer Nimrod, two thousand dollars.

Steamer *Nimrod.*

* * * * *

Approved, April 21, 1894.

[No. 23.] Joint Resolution Directing the Secretary of War to cause an examination to be made to determine if there is probability and danger of the Mississippi River cutting through the space dividing such river from the Saint Francis River in the vicinity of Walnut Bend, Arkansas.

May 4, 1894. Vol. 28, p. 582.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized

Mississippi River.

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Examination near Walnut bend, Ark., as to danger to St. Francis River.

and directed to cause an examination to be made to determine if there is probability and danger of the Mississippi River cutting through the space dividing such river from the Saint Francis River in the vicinity of Walnut Bend, Arkansas, some twenty miles above the mouth of the Saint Francis River, and if such danger exists, to cause to be made a survey and estimate of the amount necessary to prevent damage to the navigation of the Saint Francis River.

Approved, May 4, 1894.

June 8, 1894. Vol. 28, p. 91.

CHAP. 103.—An Act To authorize the Missouri River Power Company of Montana to construct a dam across the Missouri River.

Missouri River Power Co. may dam Missouri River, Mont.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Government is hereby given to the Missouri River Power Company of Montana, its successors or assigns, to construct across the Missouri River, at some point at or near the southeast corner of Township Eleven north, of Range Two west, Montana meridian, to be approved by the Secretary of War, a dam, canal, and the appurtenances thereof, for water power and other purposes, and in connection therewith a footbridge or bridges for public use. Said dam shall be constructed under the supervision and control of the Secretary of War, and before the same shall be commenced the plans and specifications shall be approved by the Secretary of War. The dam shall be furnished with a suitable boom and log sluice, and the company, or its successors and assigns, shall execute to the United States, with sureties approved by the Secretary of War, a bond in such sum as the Secretary may determine, conditioned to indemnify the United States against all claims for damages for overflow or otherwise caused by the construction of said dam.

Secretary of War to approve plans, etc.

Sluice, etc.

Government use, etc.

SEC. 2. That the United States shall be secured a free right of way for constructions and approaches to said dam for transferring boats and freight around the same, and a free use of water power for operating such construction works.

Amendment, etc.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved, and the rights and privileges hereby granted to said Missouri River Power Company shall expire at the end of fifty years from and after the approval of this Act.

Approved, June 8, 1894.

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CHAP. 115.—An Act To provide for the adjustment and payment of the claim of Thomas Rhys Smith for work done and materials furnished for the breakwater at Bar Harbor, Maine.

June 23, 1894.
Vol. 28, p. 988.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to examine and adjust the claim of Thomas Rhys Smith against the Government of the United States for work done and materials furnished for the breakwater at Bar Harbor, Maine, under a contract between said Thomas Rhys Smith and the United States, and determine what amount of work was done and materials furnished thereunder, the amount paid on account thereof, and the balance remaining unpaid, which balance he shall certify to the proper accounting officers for payment in the manner prescribed by law; and for the payment of said claim the sum of six thousand three hundred and ninety-one dollars and twelve cents, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided*, That before making any payment the Secretary of War shall exact from said Thomas Rhys Smith a bond in the penal sum of ten thousand dollars, with sufficient sureties, to be approved by him, conditioned to indemnify the United States against any lawful claim of any other party or parties.

Thomas Rhys Smith.
Claim for work, etc., Bar Harbor, Me., to be adjusted.
Payment.
Proviso.
Indemnity bond.

Approved, June 23, 1894.

[No. 33.] Joint Resolution Directing the Secretary of War to appoint a commission of engineers to examine and report upon the cost of deepening the harbors of Superior and Duluth and their entrances to a uniform depth of twenty feet.

June 29, 1894.
Vol. 28, p. 586.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, directed to appoint a commission, to consist of three engineers, to examine the harbors of Superior and Duluth and the entrances thereto, with a view of ascertaining the cost of deepening said harbors and entrances to a uniform depth of twenty feet, and to report their conclusions to the Secretary of War without delay, to be by him transmitted to Congress.

Harbors of Duluth and Superior.
Commission to examine cost of deepening entrance.
Vol. 29, p. 212.
Post, p. 758.

Approved, June 29, 1894.

CHAP. 127.—An Act Authorizing the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay submerged gas pipes across the Mississippi River at Minneapolis.

July 6, 1894.
Vol. 28, p. 101.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to

Mississippi River.

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Minneapolis Gas Light Co. may lay gas main under.

the Minneapolis Gas Light Company, of Minneapolis, Minnesota, to lay a submerged gas main across the Mississippi River, under the bed thereof, to conduct gas from its gas works on the west side of said river to the east division of Minneapolis on the east side of said river, at some point between the foot of the Falls of Saint Anthony and the Washington avenue bridge across said river, the location and manner of laying said gas main to be approved by the Secretary of War before the work is commenced.

Approved, July 6, 1894.

Aug. 8, 1894. Vol. 28, p. 1000.

CHAP. 240.—An Act To provide for the adjustment and payment of the claim of the American Transportation Company for dredging done at Fairport Harbor, in the State of Ohio.

American Transportation Co. Payment of claim for dredging Fairport Harbor, Ohio.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to examine and adjust the claim of the American Transportation Company against the Government of the United States for dredging done at Fairport Harbor, in the State of Ohio, under a contract between said American Transportation Company and the United States, and determine what amount of dredging was done thereunder, the amount paid on account thereof, and the balance remaining unpaid, which balance he shall certify to the proper accounting officers for payment in the manner prescribed by law; and for the payment of said claim the sum of five thousand four hundred and thirty-four dollars and eighteen cents, or so much thereof as may be necessary, is hereby appropriated, out of any money in the Treasury not otherwise appropriated.

Approved, August 8, 1894.

Aug. 13, 1894. Vol. 28, p. 278.

CHAP. 280.—An Act For the protection of persons furnishing materials and labor for the construction of public works.

Contractors on public works. Penal bond to include security for labor and materials.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter any person or persons entering into a formal contract with the United States for the construction of any public building, or the prosecution and completion of any public work or for repairs upon any public building or public work, shall be required before commencing such work to execute the usual penal bond, with good and sufficient sureties, with the additional obligations that such contractor or contractors shall promptly make payments to all persons supplying him or them labor and materials in the prosecution of the work provided for in such contract; and any person or persons making application therefor, and furnishing affidavit to

Action on bond for labor or materials furnished.

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the Department under the direction of which said work is being, or has been, prosecuted, that labor or materials for the prosecution of such work has been supplied by him or them, and payment for which has not been made, shall be furnished with a certified copy of said contract and bond, upon which said person or persons supplying such labor and materials shall have a right of action, and shall be authorized to bring suit in the name of the United States for his or their use and benefit against said contractor and sureties and to prosecute the same to final judgment and execution: *Provided*, That such action and its prosecutions shall involve the United States in no expense.

Proviso.
Expense.

SEC. 2. Provided that in such case the court in which such action is brought is authorized to require proper security for costs in case judgment is for the defendant.

Costs.

Approved, August 13, 1894.

CHAP. 299.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Aug. 18, 1894.
Vol. 28, p. 338.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.

Improving harbor at Camden, Maine: Continuing improvement, twelve thousand dollars.

Harbors.
Camden, Me.

Improving harbor at Rockland, Maine: Continuing improvement, thirty thousand dollars, of which one thousand dollars may be expended in completing a survey of the same with a view of making it available for vessels of a deeper draft.

Rockland, Me.

Improving Mooseabec Bar, Maine: Continuing improvement, six thousand dollars.

Mooseabec bar, Me.

Improving harbor at Back Cove, Portland Harbor, Maine: Continuing improvement, twenty thousand dollars.

Portland, Me., Back Cove.

Improving harbor at Belfast, Maine: Continuing improvement, eight thousand dollars.

Belfast, Me.

For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, ten thousand dollars, to be expended in accordance with the modified project recommended by the Secretary of War.

Mount Desert to Porcupine Island, Me., breakwater.

Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.

Little Harbor, N. H.

Improving harbor at Burlington, Vermont: Continuing improvement, ten thousand dollars.

Burlington, Vt.

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Boston, Mass.

Improving harbor at Boston, Massachusetts: Continuing improvement, by deepening and widening the main channel to a depth of twenty-seven feet and a width of one thousand feet, two hundred thousand dollars, of which ten thousand dollars may, in the discretion of the Secretary of War, be used in the further prosecution of the work in Nantasket Beach channel.

Lynn, Mass.

Improving harbor at Lynn, Massachusetts: Continuing improvement, seven thousand five hundred dollars: *Provided*, That the whole or any portion of this appropriation may be expended on the western channel, in the discretion of the Secretary of War.

Proviso.

Western channel.

Salem, Mass.

Survey for widening channel.

Vol. 27, p. 89.

Ante, p. 613.

Salem Harbor, Massachusetts: So much of the appropriation heretofore made, as may be necessary, shall be used in making a survey of Salem Harbor, with a view to widening the Harbor channel to the mouth of South river to the width of five hundred feet, and giving a depth of at least ten feet at mean low water, and from the mouth of said river to Derby wharf, beginning with a width of three hundred feet and gradually narrowing, so that there shall be at said wharf a width of not less than one hundred and sixty feet and a depth from said mouth to said wharf of not less than ten feet at mean low water, and with a view of dredging the "Middle Ground," so called, between "Haste Ledge" and "Aqua Vitae" so as to give a depth of twenty-five feet at mean low water.

Nantucket, Mass.

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty-five thousand dollars.

Newburyport, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, twenty thousand dollars.

Plymouth, Mass.

Improving harbor at Plymouth, Massachusetts: Completing improvement, and for repairs, one thousand five hundred dollars.

Provincetown, Mass.

For maintenance of works in harbor at Provincetown, Massachusetts, one thousand five hundred dollars.

Scituate, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, ten thousand dollars.

Hyannis, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, three thousand five hundred dollars.

Vineyard Haven, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand five hundred dollars.

Sandy Bay, Cape Ann, Mass.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.

Gloucester, Mass.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, forty thousand dollars.

New Bedford, Mass.

Improving harbor at New Bedford, Massachusetts: Completing improvement, seven thousand five hundred dollars, including survey with a view to obtaining a larger area of anchorage.

Wareham, Mass., resurvey.

Improving harbor at Wareham, Massachusetts: The Secretary of War is directed out of the appropriation on

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hand to make a resurvey of said harbor with a view to its further needed improvement.

Merrimac River, Massachusetts: The Secretary of War is directed out of the appropriation on hand to make a re-survey of said river with a view of obtaining a depth up to Haverhill equal to that over the bar at Newburyport. Merrimac River, resurvey.

Improving inner harbor at Marthas Vineyard, Massachusetts: Completing improvement, two thousand five hundred dollars. Marthas Vineyard, Mass.

Improving Canapitsit Channel, Massachusetts, between the islands of Cuttyhunk and Neshawana: Completing improvement, five thousand dollars. Canapitsit Channel, Mass.

Improving harbor at Block Island, Rhode Island: Completing improvement, two thousand five hundred dollars, including dredging when necessary and a survey and estimates of cost for further improvement of said harbor. Block Island, R. I.

Improving harbor at Newport, Rhode Island, including the removal of Spindle Rock, Rose Island: Continuing improvement, seven thousand five hundred dollars. Newport, R. I.

Entrance to Point Judith Pond, two thousand five hundred dollars, which, together with the previous unexpended appropriation, shall be used in improving former entrance to said pond. Point Judith Pond, R. I.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, ten thousand dollars, of which, in the discretion of the Secretary of War, so much as may be necessary may be used in deepening the channel at the outer bar, and in making a new survey of the harbor. Bridgeport, Conn.

Improving harbor at Black Rock, Connecticut: Continuing improvement, two thousand five hundred dollars. Black Rock, Conn.

Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred and twenty-five thousand dollars. New Haven, Conn., breakwaters.

Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars. Harbor.

Improving Stonington Harbor, Connecticut, by removing a part of Noyes' Shoal and dredging in the inner harbor, in accordance with the report of Captain W. H. Bixby, of the Corps of Engineers, dated June twelfth, eighteen hundred and ninety-three, five thousand dollars. Stonington, Conn.

Improving harbor at Five-Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars. Fivemile River, Conn.

Improving harbor at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, thirty thousand dollars. Duck Island, Conn.

Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars, not less than half of which shall be expended on the East Branch. Stamford, Conn.

Improving harbor at Cos Cob and Miamus River, Connecticut: Continuing improvement, four thousand dol- Coscob and Mianus River, Conn.

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lars, including a survey of the lower part of the harbor with a view of making a turning basin therein.

Norwalk, Conn.

Improving Norwalk Harbor, Connecticut: Continuing improvement, fifteen thousand dollars. So much of this appropriation as may be necessary may, in the discretion of the Secretary of War, be expended between the freight depot of the Danbury and Norwalk Railroad Company on the north and Jennings, so called, on the south to remove the flats known as Ferrys Point between the channel and the established harbor line; and any unexpended balance, after completion of the above, may be used for the improvement of the sharp bend in the channel near Keysers Island at the mouth of the harbor: *Provided*, That the United States shall be subjected to no cost for any lands required to make this improvement.

Removing flats, etc.

Proviso. Expense.

Buffalo, N. Y.

Improving harbor at Buffalo, New York: Continuing improvement, seventy thousand dollars, of which five thousand dollars may be used in making a survey and plan for extending the outer breakwater from a point at or near the present outer breakwater southeasterly to a point at or near Stoney Point.

Canarsie Bay, N. Y.

Improving harbor at Canarsie Bay, New York: Continuing improvement, two thousand dollars.

Charlotte, N. Y.

Improving harbor at Charlotte, New York: Continuing improvement, fifteen thousand dollars.

Dunkirk, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, twenty thousand dollars.

Flushing Bay, N. Y.

Improving harbor at Flushing Bay, New York: Continuing improvement, four thousand dollars.

Vol. 28, p. 948.

Post, p. 734.

Glencove, N. Y.

Improving harbor at Glen Cove, New York: Continuing improvement, ten thousand dollars.

New York Harbor.

Improving Bay Ridge and Red Hook channels, New York Harbor, New York: Continuing improvement of Bay Ridge Channel by dredging out and opening the same from a point at its junction with the Gowanus Creek Channel (near Twenty-eighth street), southerly therefrom along and in front of Gowanus Bay and Bay Ridge to a point where the said Bay Ridge Channel, so to be opened, encounters a twenty-six-foot contour or depth of water, so that the channel, so to be opened, shall be of a uniform depth of twenty-six feet and a width of eight hundred feet at low water, and continuing improvement of Red Hook Channel from its junction with the Bay Ridge Channel to its connection with the Buttermilk Channel, to obtain a depth of twenty-six feet at mean low water and a width of four hundred feet, one hundred and fifty thousand dollars: *Provided*, That the Secretary of War may, in his discretion, expend twenty thousand dollars of said appropriation in improving Gowanus Creek Channel under the project to obtain twenty-one feet depth of water.

Bay Ridge channel.

Red Hook channel.

Proviso.

Gowanus Creek channel.

Great Sodus Bay, N. Y.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, fifteen thousand dollars.

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Improving harbor at Little Sodus Bay, New York: Continuing improvement, eight thousand dollars. Little Sodus Bay, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars. Ogdensburg, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, thirty-seven thousand dollars, of which ten thousand dollars shall be expended in repairing the breach recently made in the breakwater; and not exceeding ten thousand dollars of which may, in the discretion of the Secretary of War, be used for removing rock to widen and deepen the inner harbor near the mouth of the Oswego River. Oswego, N. Y. Vol. 28, p. 948. *Post*, p. 734.

Improving harbor at Rondout, New York: For maintenance, five thousand dollars. Rondout, N. Y.

Improving New York Harbor, New York: Continuing improvement, seventy-five thousand dollars. New York Harbor.

Improving harbor at Saugerties, New York: For completion, five thousand dollars. Saugerties, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars. Port Chester, N. Y.

Improving Tonawanda Harbor and Niagara River, New York: Continuing improvement, fifty thousand dollars. Tonawanda, and Niagara River, N. Y.

Improving Niagara River from Tonawanda to Port Day with a view to obtaining a channel of twelve feet depth to Schlosser's Dock by cutting through the shoal at the head of Connor's Island as indicated in the report of the Chief of Engineers for eighteen hundred and ninety-three, page three thousand one hundred and thirteen, ten thousand dollars; and the unexpended balance of the appropriation heretofore made in the River and Harbor Act of July thirteenth, eighteen hundred and ninety-two, for the improvement of the Niagara River from Tonawanda to Port Day is hereby re-appropriated for this purpose. Niagara River. Vol. 29, p. 216. *Post*, p. 764. Balance re-appropriated. Vol. 27, p. 97. *Ante*, p. 624.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, six thousand dollars. Staten Island and New Jersey channel.

Improving Arthur Kill, between Staten Island and New Jersey shore, New York and New Jersey: For completion, four thousand five hundred dollars. Arthur Kill, N. Y.

Improving harbor at Huntington, New York: Continuing improvement, two thousand dollars. Huntington, N. Y.

Improving Buttermilk Channel, New York Harbor: Continuing improvement, fifty thousand dollars. Buttermilk channel, N. Y.

Improving harbor at Port Jefferson Inlet, New York: Seven thousand five hundred dollars to be expended in obtaining twelve feet in depth at mean low water in Port Jefferson Inlet and Harbor, in accordance with the plan submitted in annual report of the Chief of Engineers for eighteen hundred and eighty-nine. Port Jefferson, N. Y.

Improving harbor at Pultneyville, New York: Continuing improvement, one thousand five hundred dollars. Pultneyville, N. Y.

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Sacketts Harbor, N. Y.

Improving harbor at Sacketts Harbor, New York: For completion, five thousand dollars.

Raritan Bay, N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement, forty thousand dollars, one-half of which, in the discretion of the Secretary of War, shall be used in dredging bar between South Amboy and Great Beds Light. This appropriation shall include a survey between South Amboy and Great Beds Light, with a view to deepening the channel to twenty-one feet at mean low water.

Keyport, N. J.

Improving Keyport Harbor, New Jersey: Completing improvement, five thousand dollars.

Erie, Pa.

Improving harbor at Erie, Pennsylvania: Continuing improvement, ten thousand dollars.

Delaware Breakwater.

Improving Delaware Breakwater, Delaware: Continuing improvement, fifty thousand dollars.

Wilmington, Del.

Improving harbor at Wilmington, and Christiana River, Delaware: Continuing improvement, twenty-five thousand dollars, including a survey of the Christiana River and harbor, with a view of obtaining a depth of twenty-one feet.

Baltimore, Md.

Improving harbor at Baltimore, Maryland: For maintenance, fifty thousand dollars.

Norfolk, Va.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred thousand dollars.

Winyah Bay, S. C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, one hundred and ten thousand dollars.

Savannah, Ga., report on anchorage.

Harbor of Savannah, Georgia: The Secretary of War is hereby directed to report whether the works projected for the improvement of the harbor will, when completed, afford safe anchorage for vessels lying in Tybee Roads; if not, whether there is any necessity for so constructing them, giving, if so, such changes in plans and estimates as may be necessary.

Brunswick, Ga.

Improving harbor at Brunswick, Georgia: For maintenance, ten thousand dollars.

Outer bar, payment to C. P. Goodyear.

Vols. 27, pp. 280, 529; 29, p. 208; 30, p. 1125; 32, p. 338.

Ante, pp. 652, 666; *post*, pp. 752, 850, 959.

Improving the outer bar of Brunswick, Georgia, thirty thousand dollars, the whole of which shall be paid to C. P. Goodyear[a] for depth of water heretofore obtained over said outer bar. And the Secretary of War is hereby authorized to pay to said C. P. Goodyear, his heirs or assigns, upon procurement by the said Goodyear, his heirs or assigns, of a practical channel over said outer bar at Brunswick at least one hundred feet in width and of a minimum depth of twenty-three feet at ordinary mean high tide on or before November first, eighteen hundred and ninety-

[a] The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: $30,000 (act of August 18, 1894), $100,000 (act of June 3, 1896), $90,000 (act of March 3, 1899), $45,000 (act of June 13, 1902); total, $265,000.

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five, the sum of thirty thousand dollars; upon the procurement as aforesaid, on or before the first day of January, eighteen hundred and ninety-seven, of a depth of water in said channel over said outer bar of a minimum depth at ordinary mean high tide of twenty-four feet, and of said width, forty thousand dollars, to be paid in manner aforesaid; upon the procurement as aforesaid, on or before January first, eighteen hundred and ninety-eight, of a depth of water in said channel of a minimum depth at ordinary mean high tide of twenty-five feet, and of said width, fifty thousand dollars, to be paid in manner aforesaid. And should the depth of twenty-five feet at ordinary mean high tide in said channel over said outer bar be procured as aforesaid and maintained for two years thereafter for the width above named, twenty-five thousand dollars in addition shall be paid in manner aforesaid. The said C. P. Goodyear, his heirs and assigns, shall procure said work on said outer bar by the explosion of dynamite on the bottom of said channel or sunk beneath the bottom thereof, in his or their discretion, and not otherwise, and shall use the necessary auxiliary means for smoothing the bottom of the bar. The money necessary to carry out the provisions of this item is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided*, That no payments except the first, of thirty thousand dollars, shall be made except upon a certificate of a majority of a board of officers, two of whom shall be officers of the Engineer Corps, detailed for that purpose by the Secretary of War, and the third shall be the Chief of the Coast and Geodetic Survey, that the said C. P. Goodyear, his heirs and assigns, have complied with all the conditions as to any of the depths and widths named or as to the maintenance of a depth of twenty-five feet accomplished in accordance with the provisions of this item.

Use of dynamite.

Proviso. Certificate from officers.

Improving Cumberland Sound, Georgia: Continuing improvement, one hundred and seventy thousand dollars.

Cumberland Sound, Ga.

Improving harbor at Darien, Georgia: Continuing improvement, twenty-five thousand dollars.

Darien, Ga.

Improving harbor at Apalachicola Bay and River Florida: Continuing improvement, fifteen thousand dollars.

Apalachicola Bay, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, one hundred thousand dollars; and the Secretary of War may, if he deems it advisable, begin the improvement recommended by the Board of Engineers appointed in January, eighteen hundred and ninety-one, to consider and report upon the improvement of said harbor.

Pensacola, Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, eighty thousand dollars.

Key West, Fla.

Improving harbor at Saint Augustine, Florida: Continuing improvement, six thousand dollars.

St. Augustine, Fla.

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Charlotte, Fla.

Improving Charlotte Harbor and Pease Creek, Florida: Continuing improvement, twenty thousand dollars.

Mobile, Ala. Surveys.

Harbor at Mobile, Alabama: The Secretary of War shall cause a survey to be made to ascertain the cost of widening the channel of said harbor now in course of improvement, to obtain a width of one hundred feet at the bottom, with a proper slope therefor, and also a survey to ascertain the best point for and the cost of a sufficient channel between Mobile Bay and the Mississippi Sound for the proper accommodation of commerce; and the expenses of said two surveys shall be paid out of any appropriation made for the improvement of the channel of Mobile Harbor.

Payment.

Clearing channel.

The Secretary of War is authorized, at his discretion, to use not exceding ten thousand dollars of the amount appropriated for the improvement of Mobile Harbor in keeping the channel clear of timber, logs and other obstructions.

Removing obstructions from Mobile and Tombigbee rivers.

The Secretary of War is authorized, at his discretion, to use such amount as may be necessary, not to exceed fifty thousand dollars, of the amount appropriated for the improvement of Mobile Harbor by the sundry civil bill for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, in removing shoals and other obstructions in the Mobile and Tombigbee rivers, between the mouth of Chickasabogue Creek and Nannahubba Bluff, so as to secure a depth of sixteen feet at low water: *Provided*, That if a contract has been entered into for the improvement of said harbor, by the terms of which the amount to be so appropriated for said fiscal year should be paid to a contractor or contractors for work to be done by him or them, then no part of said appropriation shall be so diverted without the consent of such contractor or contractors.

Proviso. Terms of contract to be complied with.

Calcasieu River, La.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, ninety thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used on the inner bars.

Vicksburg, Miss.

Improving harbor at Vicksburg, Mississippi, not including work at Delta Point, Louisiana: Continuing improvement under the direction of the Secretary of War, forty thousand dollars.

Galveston Bay, Tex., ship channel.

Improving and maintaining ship channel in Galveston Bay, Texas: Continuing improvement according to the existing project, fifty thousand dollars.

West Galveston Bay, Tex.

Improving channel in West Galveston Bay, Texas: Continuing improvement according to existing project, five thousand dollars.

Sabine Pass.

Improving harbor at Sabine Pass, Texas: Continuing improvement, two hundred and seventy-five thousand dollars.

Vol. 28, p. 948.
Post, p. 788.

Ashtabula, Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvement, seventy-five thousand dollars, including a survey to determine what improvement thereof should be

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made with a view to making it a harbor of refuge and enlarging its capacity for the purposes of commerce.

Improving harbor at the mouth of Black River, Ohio: Continuing improvement, ten thousand dollars. Black River (Lorain), Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvement, fifty thousand dollars. Cleveland, Ohio.

Improving harbor at Fairport, Ohio: Continuing improvement, twenty thousand dollars. Fairport, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement, ten thousand dollars. Huron, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, six thousand dollars. Port Clinton, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, thirty thousand dollars, five thousand dollars of which may be used in removing shoal at outer approach to harbor; and the Secretary of War is authorized and directed, in his discretion, to cause a survey, if necessary for the purpose, and an estimate to be made of the cost of further necessary improvement of said harbor, including the channel over said outer bar. Sandusky, Ohio.

Improving harbor at Toledo, straight channel through Maumee Bay, Ohio: Continuing improvement, seventy thousand dollars, a part of which may be used, in the discretion of the Secretary of War, in removing shoal in the old channel and in extending the improvement up the Maumee River. Toledo, Ohio.

Improving Conneaut Harbor, Ohio: Continuing improvement according to the existing plan, forty thousand dollars. Conneaut, Ohio.

Improving harbor at Vermillion, Ohio: For maintenance and repairs, two thousand dollars. Vermillion, Ohio.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, twenty thousand dollars. Michigan City, Ind.

Improving inner harbor at Michigan City, Indiana: Continuing improvement, ten thousand dollars.

Improving Calumet Harbor, Illinois: For maintenance of existing works, fifteen thousand dollars, including survey with a view to such additional improvement as may be required. Calumet, Ill.

Improving harbor at Chicago, Illinois: Completing improvement, eighty thousand dollars; and the Secretary of War may, in his descretion, use twenty-five thousand dollars of this sum in the improvement of Chicago River up to the forks of said river. Chicago, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars. Waukegan, Ill.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, eight thousand dollars. Charlevoix, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement, and repairs, fifty thousand dollars. Frankfort, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty-five thousand dollars. Grand Haven, Mich.

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Grand Marais, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty thousand dollars.

Manistee, Mich.

Improving harbor at Manistee, Michigan: Continuing improvements, and for repairs, twelve thousand dollars: *Provided*, That no part of this sum shall be used in aid of the inner navigation until the city authorities, or private owners, have taken proper steps to prevent erosion of the banks and the washing of silt into the bed of the river.

Proviso.

Protecting banks, etc. Vol. 29, p. 211. *Post*, p. 756.

Holland, Mich.

Improving harbor at Holland (Black Lake), Michigan: Completing improvement, fifteen thousand dollars.

Monroe, Mich.

Improving harbor at Monroe, Michigan: Continuing improvement, and maintenance, five thousand dollars.

Muskegon, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, thirty thousand dollars.

Ontonagon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, and for repairs, seven thousand dollars.

Pentwater, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars.

Sandbeach (Harbor Beach), Mich.

Improving harbor at Sand Beach, Michigan: Continuing improvement according to the existing project, twenty thousand dollars.

Portage Lake, Mich.

Improving harbor at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars.

St. Joseph. Vol. 28, p. 970. *Post*, p. 730.

Improving harbor at Saint Joseph, Michigan: Continuing improvement, thirty thousand dollars.

South Haven, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, twenty thousand dollars.

White Lake, Mich.

Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.

Marquette, Mich.

Improving harbor at Marquette, Michigan: Continuing improvement, thirty thousand dollars.

Ludington, Mich.

Improving harbor at Ludington, Michigan: Continuing improvement, six thousand dollars.

Petoskey, Mich.

Improving harbor at Petoskey, Michigan: Ten thousand dollars, to be expended together with the unexpended appropriations for this harbor, according to the larger of the two projects submitted in the report of December twenty-first, eighteen hundred and eighty-nine, and printed in the annual report for eighteen hundred and ninety, pages twenty-six hundred and seventy-four and twenty-six hundred and seventy-five.

Vol. 27, p. 94. *Ante*, p. 620.

Saugatuck, Mich.

Improving harbor at Saugatuck, Michigan: Continuing improvement and for restraining works to prevent the drifting of sand into the harbor, twelve thousand dollars.

Menominee, Mich. and Wis.

Improving harbor at Menominee, Michigan and Wisconsin: Continuing improvement, ten thousand dollars.

Cheboygan, Mich.

Improving Cheboygan Harbor, Michigan: The Secretary of War is hereby directed to expend the unex-

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pended balance on hand in dredging. He is also directed to make an estimate of the amount required to deepen the present channel to a depth of eighteen feet.

Dredging. Vol. 25, p. 405. *Ante*, p. 491.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars.

Ahnapee, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Green Bay, Wis.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, fifteen thousand dollars.

Kenosha, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty thousand dollars.

Kewaunee, Wis.

Improving harbor at Manitowoc, Wisconsin: Continuing improvement and maintenance, twenty thousand dollars.

Manitowoc, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, forty-five thousand dollars.

Milwaukee, Wis. Harbor of refuge.

Improving harbor at Milwaukee, Wisconsin: For repairs of piers and dredging, seven thousand dollars, and including survey of the harbor at South Milwaukee with a view to the improvement thereof.

Repairs, etc.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand dollars.

Port Washington, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, twenty thousand dollars.

Racine, Wis.

Improving harbor at Superior Bay and Saint Louis Bay, Wisconsin: Continuing improvement, fifty thousand dollars, a portion of which may, in the discretion of the Secretary of War, be used in dredging in Superior Bay along the dock line between the Quebec channel and the main channel opposite the base of Connor's Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor.

Superior and St. Louis bays, Wis.

Proviso. Survey.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-five thousand dollars, of which the sum of four hundred and thirty-nine dollars and fifty-six cents may be paid by the Secretary of War to the C. Reiss Coal Company, of Sheboygan, Wisconsin, for dredging done by them in the harbor.

Sheboygan, Wis. Dredging.

Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-five thousand dollars.

Ashland, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, three thousand dollars.

Two Rivers, Wis.

Improving harbor of refuge at Sturgeon Bay Canal, Wisconsin: For maintenance of channel and piers, five thousand dollars.

Sturgeon Bay, Wis.

Improving harbor at Oconto, Wisconsin: To maintain works, three thousand dollars: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey and submitting plans and estimates for the improvement and confinement of the current in the river to maintain a standard depth of water,

Oconto, Wis. *Proviso.* Survey, etc.

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and to obtain a channel sixteen feet deep, and for extending the piers and for the construction of a harbor sixteen feet deep in Green Bay exterior to the river channel.

Duluth, Minn.

Improving harbor at Duluth, Minnesota, including repairs to the canal, piers, the channel on the north shore of Saint Louis Bay and the Saint Louis River, seventy-five thousand dollars, of which an amount not to exceed twenty-five thousand dollars, in the discretion of the Secretary of War, may be expended in the channel of Saint Louis River above Grassy Point: *Provided*, That so much of said sum as may be necessary may be used for the purpose of making a survey of said harbor with a view of deepening it to twenty feet and making estimates therefor. The Secretary of War is authorized to negotiate with the city of Duluth for the unconditional donation of the land needed for said canal, canal entrances, and piers, accompanied by vacation of the abutting streets. In the event the city refuses to make an unconditional donation, but accompanies the donation with the reservation of a right of way for a tunnel, the Secretary of War may accept such conditional donation of the land; provided the said tunnel follows such lines and grades as he may approve.

Proviso.

Survey.

Donation of lands from city.

Grand Marais, Minn.

Improving harbor of Grand Marais, Minnesota: Continuing improvement, three thousand dollars.

Agate Bay, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, thirty thousand dollars.

Oakland, Cal.

Improving harbor at Oakland, California: Continuing improvement, one hundred thousand dollars, of which twelve thousand dollars, or so much thereof as may be necessary, shall be used in opening the western end of the tidal canal in said harbor to the depth of eight feet below low tide.

San Diego, Cal.

Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

San Luis Obispo, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.

Coos Bay, Oreg.

Vol. 30, pp. 631, 632.

Post, p. 830.

Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, ninety-five thousand dollars; and for the construction or purchase of a dredger, and operating the same in removing obstructions from and deepening the harbor of Coos Bay in front of Marshfield, thirteen thousand dollars.

Yaquina Bay.

Vol. 28, p. 948.

Post, p. 733.

Improving harbor at Yaquina Bay, Oregon: Continuing improvement, fifty thousand dollars.

Tillamook Bay, Oreg.

Improving Tillamook Bay, Oregon: Continuing improvement, sixteen thousand dollars.

Grays Harbor, Chehalis River, Wash.

Improving Grays Harbor and Chehalis River, Washington: Continuing improvement, twenty-five thousand dollars.

Olympia, Wash.

Improving Olympia Harbor, Washington: Continuing improvement, forty thousand dollars.

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Improving Bagaduce River, Maine: Continuing improvement, five thousand dollars. Rivers. Bagaduce River, Me.

Improving Lubec Channel, Maine: Continuing improvement according to plan submitted by Colonel J. A. Smith, December thirtieth, eighteen hundred and ninety, five thousand dollars; and the Secretary of War is hereby authorized, in his discretion, to expend on this improvement any unexpended balance of appropriations hitherto made for the improvement of the Saint Croix River. Lubec Channel, Me.

Improving Kennebec River, Maine: Continuing improvement, fifty thousand dollars. Kennebec River, Me.

Improving Narragaugus River, Maine: Continuing improvement, five thousand dollars. Narraguagus River, Me.

Harraseeket River, Maine: To complete improvement, five thousand dollars. Harraseeket River, Me.

Improving Saco River, Maine, including breakwater: Continuing improvement, ten thousand dollars. Saco River, Me.

Improving Bellamy River, New Hampshire: Continuing improvement, seven thousand five hundred dollars. Bellamy River, N. H.

Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars. Cocheco River, N. H.

Improving Otter Creek, Vermont: Continuing improvement, five thousand dollars. Otter Creek, Vt.

Improving Powow River, Massachusetts: Continuing improvement, fifteen thousand dollars. Powow River, Mass.

Improving Taunton River, Massachusetts: Continuing improvement, five thousand dollars. Taunton River, Mass.

Improving Weymouth River, Massachusetts: Continuing improvement, five thousand dollars, of which two thousand five hundred dollars shall be used in the improvement of Weymouth Back River. Weymouth River, Mass.

Improving Essex River, Massachusetts: Continuing improvement, five thousand dollars. Essex River, Mass.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, ten thousand dollars. Mystic and Malden rivers, Mass.

Improving Pawtucket River, Rhode Island: Continuing improvement, twenty-five thousand dollars. Pawtucket River, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement according to original plan for excavation of channel to a width of forty feet between the lower and upper wharves in the town of Westerly, and continuing the excavation of the channel to the full width of one hundred feet, six thousand dollars. Pawcatuck River, R. I. and Conn.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, seventeen thousand five hundred dollars. Providence River, Narragansett Bay, R. I.

Improving Green Jacket Shoal, Providence, Rhode Island: Continuing improvement, seven thousand five hundred dollars. Green Jacket shoal, R. I.

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Connecticut River, Conn.

Improving Connecticut River, below Hartford, Connecticut: Continuing improvement, twenty thousand dollars.

Housatonic River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement, twenty-five thousand dollars.

Thames River, Conn.

Improving Thames River, Connecticut: Continuing improvement, twelve thousand five hundred dollars.

Mystic River, Conn.

Improving Mystic River, Connecticut: Continuing improvement, three thousand five hundred dollars.

Saugatuck River, Conn.

Improving Saugatuck River, Connecticut: For completion, three thousand dollars.

Newtown Creek, N. Y.

Improving Newtown Creek, New York: Continuing improvement, twenty thousand dollars.

Harlem River, N. Y.

Improving Harlem River, New York: Continuing improvement, one hundred and twenty-five thousand dollars.

East River and Hell Gate, N. Y.

Improving East River and Hell Gate, New York: Continuing improvement, seventy-five thousand dollars.

Browns Creek, N. Y.

Improving Browns Creek, Sayville, Long Island, New York: For maintenance, four thousand dollars.

East Chester Creek, N. Y.

Vol. 29, p. 535. *Post*, p. 807.

Improving East Chester Creek, New York: Continuing improvement, twelve thousand dollars.

Great Chazy River, N. Y.

Improving Great Chazy River, New York: For completion, three thousand dollars.

Patchogue River, N. Y.

Improving Patchogue River, New York: Continuing improvement, four thousand dollars.

St. Lawrence River, N. Y.

Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, eight thousand dollars, to be expended for improving shoals between Sister Islands and Cross-Over Light, and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.

Passaic River, N. J.

Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.

Raritan River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.

Shrewsbury River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, five thousand dollars.

South River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars.

Alloway Creek, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

Elizabeth River, N. J.

Improving Elizabeth River, New Jersey: Continuing improvement, three thousand dollars.

Matawan Creek, N. J.

Improving Mattawan Creek, New Jersey: For dredging, three thousand dollars.

Rancocas River, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, three thousand dollars.

Shoal Harbor and Compton Creek, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, three thousand dollars.

Salem River, N. J.

Improving Salem River, New Jersey: For completion, one thousand seven hundred dollars.

Goshen Creek, N. J.

Improving Goshen Creek, New Jersey: Continuing improvement, three thousand dollars.

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Improving Allegheny River, Pennsylvania: Continuing improvement, twelve thousand five hundred dollars. Allegheny River, Pa.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty thousand dollars. Schuylkill River, Pa.

Improving Frankford Creek, Pennsylvania, by straightening the same between the crossing of Tulip and Roxborough streets, in the county of Philadelphia, two thousand dollars. Frankford Creek, Pa.

Improving Delaware River, from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, one hundred and seventy thousand dollars, of which five thousand dollars shall be expended in the improvement of the channel over Perriwig Bar. Delaware River, Pa. and N. J.

For continuing construction of dam at Herrs Island, Allegheny River, Pennsylvania, forty thousand dollars. Herr Island dam, Pa.

Improving Monongahela River, West Virginia and Pennsylvania: Continuing improvement, twenty thousand dollars. The Secretary of War is hereby authorized and directed to investigate and report to the next Congress the sum of money necessary to acquire by purchase the locks and dams on the Monongahela River, in Pennsylvania, belonging to the Monongahela Navigation Company, as a whole, and separately; and also to take testimony as to the value of said improvements, and the commercial importance of free navigation of said river; and the Secretary of War shall report thereon to Congress at its next succeeding session, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls [a]. Monongahela River, W. Va. and Pa. Purchase of dams, etc. Vols. 25, p. 411; 26, p. 438; 28, p. 973; 29, pp. 217, 218. *Ante*, pp. 497, 560; *post*, pp. 735, 766.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars. Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars. Smyrna River, Del.

Improving Murderkill River, Delaware: Continuing improvement, six thousand five hundred dollars, of which one thousand five hundred dollars, in the discretion of the Secretary of War, may be used in removing the bar and obstructions at the mouth of Saint Jones River. Murderkill River, Del.

Improving Mispillion River, Delaware: Continuing improvement, ten thousand dollars. Mispillion River, Del.

Improving the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars. Waterway, Chincoteague and Delaware bays.

Improving Broad Creek River, Delaware: Continuing improvement, five thousand dollars, of which so much as Broad Creek River, Del.

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[a] All of the property of the company on this river was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including $5,301.36 expended toward the acquisition of Lock and Dam No. 7 under the act of Aug. 11, 1888), being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

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may be necessary shall be used for removal of bar that extends from the railroad bridge at Seaford toward the mouth of Nanticoke River.

Choptank River, Md.

Improving Choptank River, Maryland: Continuing improvement, two thousand dollars.

Susquehanna River, Md. and Pa.

Improving Susquehanna River, Maryland and Pennsylvania: For maintenance, four thousand dollars, to be expended above Havre de Grace, including survey from a point one mile below the town of Havre de Grace to a point one mile above Port Deposit, to ascertain what is necessary to prevent the accumulation of ice and ice gorges in said river and the cost thereof.

Chester River, Md.

Improving Chester River, Maryland: Continuing improvement, one thousand five hundred dollars.

Manokin River, Md.

Improving Manokin River, Maryland: Continuing improvement, four thousand dollars.

Wicomico River, Md.

Improving Wicomico River [a], Maryland: Continuing improvement, three thousand dollars.

La Trappe River, Md.

Improving La Trappe River, Maryland: Completing improvement, four thousand seven hundred and fifty dollars.

Warwick River, Md.

Improving Warwick River, Maryland: Continuing improvement, two thousand dollars.

Patapsco River, Md.

Improving Patapsco River and channel to Baltimore: Continuing improvement from main ship channel to Curtis Bay, twelve thousand dollars.

Delaware and Chesapeake Canal.

That the President of the United States is hereby authorized to appoint a board, to consist of an officer of the Engineer Corps of the United States Army, not below the rank of lieutenant-colonel, an officer of the United States Navy, not below the rank of captain, and two civilians, who, together with the Chief of Engineers of the United States Army, shall examine and determine, from the surveys heretofore made under the direction of the War Department, the most feasible route for the construction of the Chesapeake and Delaware Canal. And in making such selection said board shall select a route which in its judgment shall give the greatest facility to commerce and will be best adapted for national defense.

Board to select route, etc.

Report.

The said board shall report its conclusions to the Secretary of War, who shall transmit the same to Congress at its next session; and the sum of five thousand dollars is hereby appropriated to pay the expenses of the said board.

Potomac River, D. C.

Improving Potomac River, Washington, District of Columbia: Continuing improvement, one hundred and fifty thousand dollars.

Appomattox River, Va.

Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars.

Nansemond River, Va.

Improving Nansemond River, Virginia: Continuing improvement, ten thousand dollars, including survey and preparing estimate for the improvement of Nandua Creek.

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[a] On the eastern shore.

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Improving James River, Virginia: Continuing improvement, one hundred thousand dollars. James River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, four thousand dollars, of which one thousand five hundred dollars shall be expended between Aylett's and Guinea's bridges. Mattaponi River, Va.

Improving Nomini Creek, Virginia: Continuing improvement, five thousand dollars. Nomini Creek, Va.

Improving Pamunkey River, Virginia: Continuing improvement, two thousand dollars. Pamunkey River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, ten thousand dollars. Rappahannock River, Va.

Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars. Urbana Creek, Va.

Improving York River, Virginia: Continuing improvement, twenty thousand dollars. York River, Va.

Improving Aquia Creek, Virginia: Continuing improvement, three thousand dollars. Aquia Creek, Va.

Improving Occoquan Creek, Virginia: Continuing improvement, five thousand dollars. Occoquan Creek, Va.

Protecting Jamestown Island from the encroachments of James River, ten thousand dollars, or so much thereof as may be necessary. James River, Jamestown Island, Va.

Improving Lower Machodoc Creek, Virginia: Continuing improvement, three thousand dollars. Lower Machodoc Creek, Va.

Improving Elk River, West Virginia: Continuing improvement, two thousand dollars. Elk River, W. Va.

Improving Guyandotte River, West Virginia: For maintenance, two thousand dollars. Guyandot River, W. Va.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Roanoke River, North Carolina: Continuing improvement, thirty thousand dollars. Roanoke River, N. C.

Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement, two thousand five hundred dollars. Waterway, Beaufort to New River, N. C.

Improving Trent River, North Carolina: Continuing improvement, four thousand dollars. Trent River, N. C.

Improving North East (Cape Fear) River, North Carolina: Continuing improvement, five thousand dollars. Northeast River, N. C.

Improving Pasquotank River, North Carolina: Completing improvement, one thousand dollars. Pasquotank River, N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, fourteen thousand dollars. Cape Fear River, N. C., above Wilmington.

Improving Cape Fear River, North Carolina, from Wilmington to its mouth: Continuing improvement, two hundred thousand dollars. Below Wilmington.

Improving Pamlico and Tar Rivers, North Carolina, up to Rocky Mount: Continuing improvement, ten thousand dollars. Pamlico and Tar rivers, N. C.

Improving Contentnia Creek, North Carolina: Continuing improvement, ten thousand dollars. Contentnia Creek, N. C.

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Black River, N. C.

Improving Black River, North Carolina: For maintenance, two thousand dollars.

Lumber River, N. C. and S. C.

Improving Lumber River, North and South Carolina: Continuing improvement, four thousand dollars.

Neuse River, N. C.

Improving Neuse River, North Carolina: Continuing improvement, seven thousand dollars.

Waterway, Norfolk, Va., to Albemarle Sound, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars.

Survey for ship canal, Va. and N. C.

For the survey of the waterways through the sounds of North Carolina and for the survey of the Dismal Swamp Canal, Virginia and North Carolina, with a view of obtaining a depth of nine feet and the necessary width of a ship canal, and for the survey of the rivers and water connections connecting said canal with the sounds of North Carolina, five thousand dollars, or so much thereof as is necessary.

Lockwood Folly River, N. C.

Improving Lockwoods Folly River, North Carolina: Continuing improvement, ten thousand dollars.

Great Pedee River, S. C.

Improving Great Pedee River, South Carolina: Continuing improvement, six thousand dollars.

Santee River, S. C.

Improving Santee River, South Carolina: Continuing improvement, forty thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, and in maintaining the Musquito Creek Channel.

Waccamaw River, N. C. and S. C.

Improving Waccamaw River, North and South Carolina, up to Lake Waccamaw: Continuing improvement, six thousand dollars.

Wappoo Cut, S. C.

Improving Wappoo Cut, South Carolina: Continuing improvement, seven thousand dollars.

Wateree River, S. C.

Improving Wateree River, South Carolina: For maintenance, two thousand five hundred dollars.

Congaree River, S. C.

Improving Congaree River, South Carolina: Continuing improvement, four thousand dollars.

Mingo Creek, S. C.

Improving Mingo Creek, South Carolina: For completion, four thousand dollars.

Little Pedee River, S. C.

Improving Little Pedee River, South Carolina: Continuing improvement, four thousand dollars.

Beaufort River, S. C.

Improving Beaufort River, South Carolina: Continuing improvement, five thousand dollars.

Altamaha River, Ga.

Improving Altamaha River, Georgia: Continuing improvement, ten thousand dollars.

Chattahoochee River, Ga. and Ala.

Improving Chattahoochee River, Georgia and Alabama: Continuing improvement, thirty thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin, and ten thousand dollars in rebuilding snag boat.

Flint River, Ga.

Improving Flint River, Georgia: Continuing improvement, eight thousand dollars.

Ocmulgee River, Ga.

Improving Ocmulgee River, Georgia: Continuing improvement, ten thousand dollars, of which five thousand

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dollars are to be expended between Macon and Hawkinsville and the like sum below Hawkinsville.

Improving Oconee River, Georgia: Continuing improvement, ten thousand dollars, of which three thousand dollars are to be expended between Milledgeville and the Central Railroad Bridge. Oconee River, Ga.

Improving Savannah River, between Savannah and Augusta: Continuing improvement, fifteen thousand dollars. Savannah River, Ga., lower.

Improving Savannah River, above Augusta, Georgia: Continuing improvement, six thousand dollars. Above Augusta.

Improving Jekyl Creek, Georgia: Continuing improvement, four thousand dollars. Jekyl Creek, Ga.

Improving Coosa River, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge, in Alabama: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ga. and Ala.

Improving Coosa River between Wetumka, Alabama, and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, one hundred and ten thousand dollars. Coosa River, Ala.

Inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, twenty thousand dollars. Waterway, Savannah to Fernandina.

Continuing improvement, Apalachicola River, Florida, including the cut-off, Lees Slough and Lower Chipola River: Five thousand dollars. Apalachicola River, Fla.

Improving Caloosahatchee River and Punta Rassa, Florida: For maintenance, two thousand dollars. Caloosahatchee River and Puntarasa, Fla.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, six thousand dollars: *Provided*, That no part of said sum shall be expended above Hollis bridge until a draw, approved by the Secretary of War, is put in said bridge. Choctawhatchee River, Fla. and Ala. *Proviso.* Drawbridge.

Improving Indian River, Florida, dredging channel from the channel of the Indian River through the Negro Cut to the bar at the Indian River inlet, five thousand dollars, and, in addition thereto, the Secretary of War is hereby authorized to expend in making said improvement the fifteen thousand dollars appropriated for the improvement of Indian River by Act approved July thirteenth, eighteen hundred and ninety-two. Indian River, Fla. Vol. 27, p. 101. *Ante*, p. 630. Vol. 28, p. 853. *Post*, p. 730.

Improving Escambia and Conecuh rivers, Florida: Continuing improvements, six thousand dollars. Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, three thousand dollars. Manatee River, Fla.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars. Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, one thousand dollars. Volusia bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars. Oklawaha River, Fla.

Improving Sarasota Bay, Florida: Continuing improvement, two thousand five hundred dollars. Sarasota Bay, Fla.

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Withlacoochee River, Fla.

Improving Withlacoochee River, Florida: For maintenance, including a survey of the mouth of said river, eight hundred dollars.

Alabama River, Ala.

Improving Alabama River, Alabama: Continuing improvement, fifty thousand dollars.

Black Warrior River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, thirty-seven thousand five hundred dollars; and the Secretary of War shall cause a survey of said river to be made for its further improvement to the Mulberry and Locust Fork, in harmony as to width and depth of channel with the work now being done between Tuscaloosa and Daniels Creek, and the expense of said survey shall be paid out of this appropriation.

Survey.

Warrior and Tombigbee rivers, Ala.

Improving Warrior and Tombigbee rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, one hundred and fifteen thousand dollars, of which seventy-five thousand dollars are to be expended on the Tombigbee River and forty thousand dollars on the Warrior River; and so much of said sums as may be necessary is authorized to be expended in acquiring, by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.

Distribution.

Tombigbee River, Ala. and Miss.

Improving Tombigbee River from Fulton to Columbus: Continuing improvement, four thousand dollars.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, fifty thousand dollars.

Improving Tombigbee River from Walkers Bridge to Fulton: Continuing improvement, one thousand dollars.

Big Sunflower River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Noxubee River, Miss.

Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.

Pascagoula River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, thirteen thousand dollars, and so much of said sum as may be necessary may be used for removal of the bar in Horn Island Pass.

Pearl River, Miss.

Improving Pearl River, Mississippi, between Edinburg and Carthage: For maintenance, five hundred dollars.

Improving Pearl River, between Carthage and Jackson, Mississippi: For completion, two thousand four hundred dollars.

Improving Pearl River, Mississippi, below Jackson: Continuing improvement, five thousand dollars, which, in the discretion of the Secretary of War, may be expended north of Columbia.

Tallahatchie River, Miss.

Improving Tallahatchee River, Mississippi: Continuing improvement, four thousand dollars.

Tchula Lake, Miss.

Improving Tchula Lake, Mississippi: Continuing improvement, three thousand dollars.

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Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary shall be expended in removing the bar at Yazoo City and the bars at the upper and lower ends of Tchula Lake, beginning with the bar at Yazoo City. Yazoo River, Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge, near Shubuta: Continuing improvement, five thousand dollars. Chickasahay River, Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, two thousand five hundred dollars. Leaf River, Miss.

Improving mouth of the Yazoo River, Mississippi: Continuing improvement, two hundred and twenty-five thousand dollars, to be expended in accordance with plan of Captain J. H. Willard, Corps of Engineers, as set out in House Executive Document, numbered one hundred and twenty-five, of the first session, Fifty-second Congress. Yazoo River, Miss., at mouth.

Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars. Amite River, and Bayou Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, eight thousand dollars. Bœuf River, La.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Bayou Bartholomew, La. and Ark.

Improving bayous D'Arbonne and Corney, Louisiana: Continuing improvement, three thousand dollars, of which one thousand dollars shall be expended in removing obstructions from the Little D'Arbonne. Bayous D'Arbonne and Corney, La.

Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Tensas River and Bayou Macon, La. and Ark.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement according to the plan of Captain J. H. Willard, Corps of Engineers, United States Army, and for completion of survey, one hundred and fifty thousand dollars, of which fifteen thousand dollars, or so much thereof as may be necessary, shall be used in the further prosecution of the work at Alexandria, and five thousand dollars for improving the Sulphur River, a tributary of the Red River. Red River, La. and Ark.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars. Tickfaw River, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, one hundred and ten thousand dollars, of which sum not exceeding ten thousand dollars may be used, in the discretion of the Secretary of War, in removing obstructions from Grand River and Pigeon bayous, forming part of the Bayou Plaquemine route. Bayou Plaquemine, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement and removing obstructions, forty thousand dollars, and a dredge boat for use in said bayou is hereby Bayou Lafourche, La.

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authorized to be constructed, the expense of same to be paid out of this appropriation.

Chefuncte River and Bogue Falia, La.

Improving Chefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars.

Bogue Chitto, La.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars.

Mermentau River, etc., La.

Improving Mermentau River and tributaries, Louisiana: Continuing improvement, five thousand dollars.

Bayou Vermilion, La.

Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, five thousand dollars.

Bayou Courtableau, La.

Improving Bayou Courtableau, Louisiana: Continuing improvement, five thousand dollars.

Bayou Teche, La.

Improving Bayou Teche, Louisiana: Continuing improvement, six thousand dollars.

Buffalo Bayou, Tex.

Improving Buffalo Bayou, Texas: Continuing improvement, fifteen thousand dollars.

Trinity River, Tex.

Improving Trinity River, Texas: Continuing improvement, including survey from Magnolia to the city of Dallas, five thousand dollars.

Cypress Bayou, Tex.

Improving Cypress Bayou, Texas: For dredging and removing obstructions and straightening channel between Jefferson, Texas, and Shreveport, Louisiana, ten thousand dollars.

Sabine River, Tex.

Improving Sabine River, Texas: For completion, five thousand dollars.

Arkansas River, Ark. and Ind. T.

Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, two hundred and fifty thousand dollars, two-fifths of which amount shall be expended from the mouth of the river to Little Rock, and a portion of which, may in the discretion of the Secretary of War, be used to prevent the further caving of the bank near Red Fork, two-fifths from Little Rock to Fort Smith, and one-fifth above Fort Smith: *Provided*, That, in the discretion of the Secretary of War, ten thousand dollars of the amount hereby appropriated for said river may be used in removing obstructions and operating snag boats.

Proviso. Snag boats, etc.

St. Francis River, Ark

Improving Saint Francis River, Arkansas: Continuing improvement, eighty-three thousand dollars, seventy-five thousand dollars of which to be expended by the Mississippi River Commission for the prevention of a formation of a cut through to the Saint Francis River by the action of the overflow water from the Mississippi River [a], as recommended in the report of Colonel Charles R. Suter, dated May twenty-ninth [twenty-sixth], eighteen hundred and ninety-four.

Prevention of cut, Mississippi River Commission.

Arkansas River. Snag boats, etc.

Improving Arkansas River: Removing obstructions and operating snag boats, twenty thousand dollars.

Black River, Ark. and Mo.

Improving Black River, Arkansas and Missouri: Continuing improvement, nine thousand five hundred dollars.

White River, Ark.

Improving White River, Arkansas: Continuing improvement, fifty-two thousand dollars, of which two thou-

[a] At Walnut bend, Ark.

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sand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in Cache River, and eight thousand dollars in the rectification of the channel of the White River at Batesville.

Ouachita and Black rivers, Ark. and La.

Improving Ouachita and Black Rivers, Arkansas and Louisiana: Continuing improvement, fifty thousand dollars; and the Secretary of War is directed to submit, with his next report on the Ouachita River, plans and estimates for the improvement of said Ouachita River by locks and dams, to give slackwater navigation as far above its mouth as in his judgment such improvement is practicable, the cost of the same to be paid out of this appropriation.

Red River, Ark.

Improving Red River above Fulton, Arkansas: Continuing improvement, three thousand five hundred dollars.

Current River, Ark. and Mo.

Improving Current River, Arkansas and Missouri: Continuing improvement in accordance with the project submitted by H. S. Tabor [Taber], captain of engineers, on December eleventh, eighteen hundred and ninety, eight thousand dollars, of which four thousand three hundred and fifty dollars may be used in building a snag boat and rock barge.

Clinch River, Tenn.

Improving Clinch River, Tennessee: Continuing improvement, two thousand five hundred dollars.

Cumberland River.

Improving Cumberland River, Kentucky and Tennessee: Continuing improvement above Nashville, two hundred thousand dollars, of which five thousand dollars may be used, in the discretion of the Secretary of War, above the town of Burnside.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, thirty thousand dollars.

French Broad and Little Pigeon rivers, Tenn.

Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, seven thousand dollars.

Tennessee River. Below Chattanooga, Tenn. Distribution.

Improving Tennessee River below Chattanooga, Tennessee: Continuing improvement, four hundred thousand dollars, of which twenty-five thousand dollars may, in the discretion of the Secretary of War, be used in continuing the work at Livingston Point, Kentucky, and ten thousand dollars in improving the river between Hobbs Island and Guntersville, and one hundred thousand dollars below Riverton, of which last sum ninety thousand dollars, or so much thereof as may be necessary, shall be used in the removal of snags and other obstructions to navigation between Riverton and the mouth of said Tennessee River, and the remainder of said sum of one hundred thousand dollars, or so much thereof as may be necessary, shall be used in making a survey of said Tennessee River below Riverton and submitting plans for its improvement.

Above Chattanooga, Tenn.

Improving Tennessee River above Chattanooga, Tennessee, fifty thousand dollars, to be expended in accordance with the project submitted by Lieutenant-Colonel Henry M. Robert, on February twenty-third, eighteen

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hundred and ninety-three, and printed in House Executive Document numbered two hundred and fifty-two, second session of Fifty-second Congress.

Obion River, Tenn.

Improving Obion River, Tennessee, from its mouth to the town of Obion on the Newport News and Mississippi Valley Railroad, in Obion County: Continuing improvement, seven thousand five hundred dollars.

Kentucky River, Ky.

Improving Kentucky River, Kentucky: Continuing improvement, one hundred and thirty-five thousand dollars, of which ten thousand dollars shall be used in improving Rough River, Kentucky.

Falls of the Ohio River, Ky.

Improving the Falls of the Ohio River, Kentucky: Continuing improvement, sixty thousand dollars.

Indiana Chute, Ky.

Improving Indiana Chute, Falls of the Ohio River, Kentucky: Continuing improvement, twenty thousand dollars.

Rough River, Ky.

Improving Rough River, Kentucky: Continuing improvement, twelve thousand five hundred dollars.

Big Sandy River, Ky.

Levisa Fork.

Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Tug Fork.

Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand five hundred dollars.

Green River, Ky.

Improving Green River, Kentucky, above the mouth of Big Barren River: For lock number five, according to report and recommendation of Major D. W. Lockwood, Corps of Engineers, United States Army, submitted August eleventh, eighteen hundred and ninety-one, twenty-five thousand dollars.

Lock No. 2.

Improving Green River, Kentucky: For rebuilding lock number two in accordance with the existing plans, one hundred and five thousand dollars.

Big Sandy River, Ky.

Improving Big Sandy River, near Louisa, Kentucky: For continuing construction of movable dam in accordance with the existing plans, forty thousand dollars.

Muskingum River, Ohio.

Ice harbor, etc.

Ice harbor at the mouth of the Muskingum River, Ohio: For the completion of the ice harbor at the mouth of the Muskingum River in Ohio, and for the completion of the lock machinery at Taylorsville, Ohio, the sum of thirteen thousand dollars remaining to the credit of the Taylorsville lock appropriation is hereby appropriated, and the Secretary of War is authorized and directed to require the necessary changes to be made in the county bridge at Taylorsville and in the bridge of the Baltimore and Ohio Southwestern Railway Company at Marietta, Ohio, necessary to make said bridges conform to and accommodate the commerce of said river and to the improvements made therein by the United States, and to use for that purpose so much of the funds for the care and maintenance of public works as may be necessary to complete and perfect such changes, requiring that the county commissioners of Muskingum County and the managers of the railway line aforesaid shall construct the superstructure of the draws in said bridges, under the

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supervision and to the satisfaction of the Secretary of War, and maintain the same in good order to protect the navigation of said river; and a survey shall be made of said river from Zanesville to Dresden with a view to its improvement.

Canal connecting Lake Erie and Ohio River.

Board to examine and report on.

Vol. 28, p. 967.

Post, p. 729.

That the Secretary of War is hereby authorized and directed to appoint a board of three engineers of the Army, whose duty it shall be to survey the Miami and Erie Canal, the Ohio Canal and such branches thereof and such river and stream channels as may in their judgment form available portions of a continuous canal connecting the waters of Lake Erie with the Ohio River through the State of Ohio, and to report as to the feasibility and advisability of improving and widening such canal to seventy feet at the water line, and deepening the same to seven feet, and by construction of new locks not less than one hundred and fifty feet in length, and twenty-one feet in width, with a capacity for vessels of at least two hundred and eighty tons burden, and to report to the next session of Congress with detailed plans and an estimate of the cost of such improvement; and twenty thousand dollars, or so much thereof as may be necessary for the cost of said survey, is hereby appropriated: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement.

Proviso.

Construction not binding.

Ohio River.

Improving Ohio River, Ohio: Continuing improvement, two hundred and fifty thousand dollars, of which twelve thousand dollars shall be used in continuing the work at Shawneetown; twenty-five thousand dollars, or so much thereof as may be necessary, in preventing the cut-off threatened at the peninsula near Evansville, Indiana; eighteen thousand seven hundred and fifty dollars, or so much thereof as may be necessary, in constructing an additional ice pier at Middleport, Ohio, pursuant to the plans of the Chief of Engineers, and in enlarging and improving the ice pier at Pomeroy, Ohio, and in constructing an ice pier at or near Syracuse, Ohio, or at or near Hartford, West Virginia, upon the plans heretofore adopted for such piers in the Ohio River. The precise points for the construction of said piers at said localities shall be fixed by the Secretary of War so as to best accommodate the commerce of those sections of said river.

Shawneetown.

Evansville, Ind.

Middleport, Ohio.

Ice piers.

Vol. 32, p. 359.

Post, p. 988.

Ohio River.

Movable dam.

Vol. 28, p. 946.

Post, p. 731.

Improving Ohio River by the construction of a movable dam at or below the mouth of Beaver River, Pennsylvania: Continuing improvement, seventy-five thousand dollars.

Saginaw River, Mich.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars, of which sixteen thousand dollars, or such less sum as may be necessary, shall be expended on the river above Bay City.

St. Clair Flats Canal, Mich.

Character of work.

Improving Saint Clair Flats Ship Canal, Michigan: All work pertaining to this canal is hereby declared to be embraced within the project adopted by the Act approved

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Vol. 27, p. 108.
Ante, p. 639.

July thirteenth, eighteen hundred and ninety-two, and the Secretary of War is directed to perform the same in accordance therewith.

Black River, Mich.

Improving Black River, at Port Huron, Michigan: Continuing improvement up to Washington avenue, four thousand dollars.

Improving mouth of Black River, Michigan: Continuing improvement, four thousand dollars.

Clinton River, Mich.

Improving Clinton River, Michigan: Continuing improvement, five thousand dollars.

Rouge River, Mich.

Improving Rouge River, Michigan: Continuing improvement, five thousand dollars.

Detroit River, Mich.

Improving Detroit River, Michigan, by removal of shoals from the city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars.

Alpena Harbor, Mich.

Improving Alpena Harbor, Michigan: Continuing improvement, four thousand dollars.

Waterway, Keweenaw Bay to Lake Superior.

Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan, in accordance with the existing project, one hundred and thirty thousand dollars.

St. Joseph River, Mich.

Improving Saint Joseph River, Michigan: Continuing improvement, five hundred dollars.

Chippewa River, Wis.

Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, including a survey of the river for two miles south of the Dells Dam, ten thousand dollars.

Fox River, Wis.

Improving Fox River, Wisconsin: Continuing improvement, thirty-seven thousand five hundred dollars, of which twenty-five hundred dollars, or so much thereof as may be necessary, may be used for work in the harbor of Fond du Lac, Wisconsin, and approaches thereto; of which said sum, two thousand five hundred dollars, or so much thereof as shall be necessary, shall be used in the removal of the bar that exists at the intersection of Fox River with Big Lake Buttesdesmorts, and five thousand dollars, or so much thereof as may be necessary, may be used in erecting, operating, and maintaining on the Menasha dam slash boards to be so adjusted as to raise said dam one foot in height: *Provided, however*, That said dam shall not be raised if, in the judgment of the engineers or the Secretary of War, there is any possibility of any damage whatsoever being inflicted upon any private property by flowage of water or otherwise.

Proviso. Raising dam.

St. Croix River, Wis. and Minn.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, four thousand dollars.

Menominee River, Mich. and Wis.

Improving Menominee River, Michigan and Wisconsin: Continuing improvement, six thousand dollars.

Sturgeon Bay and Lake Michigan Canal.

Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, twenty thousand dollars.

Red River of the North, Minn.

Improving Red River of the North, Minnesota: Continuing improvement, fifteen thousand dollars.

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Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, five thousand dollars. Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.

Improving White River, Indiana: Continuing improvement, including a resurvey of said river, five thousand dollars. White River, Ind.

Improving Calumet River, Indiana and Illinois: Continuing improvement, forty-five thousand dollars, of which thirty-five thousand dollars is to be used below the forks of the river and ten thousand dollars above the forks to one-half mile east of Hammond. Calumet River, Ind. and Ill.

Improving Illinois River, Illinois: Continuing improvement, thirty-five thousand dollars. Illinois River, Ill.

For construction of the Illinois and Mississippi Canal: Continuing construction, one hundred and ninety thousand dollars. Illinois and Mississippi Canal.

So much of the Iowa River within the State of Iowa as lies between the town of Toolsboro and the town of Wapello, in the county of Louisa, shall not be deemed a navigable river or public highway, but dams and bridges may be constructed across it. Iowa River, part declared not navigable.

For examination and survey for the location of a canal connecting Lake Superior and the Mississippi River, ten thousand dollars; and the engineers making said examination and survey shall report the most feasible route for such canal, either by way of the Saint Croix, Rum, or Upper Mississippi rivers: *Provided*, That nothing herein shall be construed to commit the Government to proceed with the construction of said improvement. Lake Superior and Mississippi River. Survey of canal to connect. Vol. 30, p. 1158. *Post*, p. 897. *Proviso*. Construction not binding.

For care and maintenance of reservoirs at the headwaters of the Mississippi River, fifty-one thousand dollars, and so much thereof as shall be required shall be expended in completing connections with the reservoir dams; in completing Sandy Lake dam; and any balance may be used for the construction of a reservoir and dam at Gull Lake, Minnesota: *Provided*, That the United States shall not be subject to any cost or expense for lands, mills, or other property necessarily taken or injured for the last-named reservoir and dam. The provisions of section four of an act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four, are hereby made applicable to said reservoirs so far as concerns their care, preservation, and maintenance. For dredging the channel at Quincy Bay, at Quincy, Illinois, the Secretary of War is hereby authorized to set apart, out of any appropriations heretofore made, or which may be made, by this Congress for continuing the improvement of the Mississippi River, from the mouth of the Missouri River to Minne- Mississippi River. Reservoirs at headwaters. *Proviso*. No cost for lands, etc. Maintenance. Vol. 23, p. 147. *Ante*, p. 415. Quincy, Ill.

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apolis, the sum of fifteen thousand dollars, if, in his discretion, said sum shall be necessary for that purpose. And out of said appropriation he shall cause a survey to be made on the west side of the Mississippi River, commencing at the mouth of Flint Creek, in Des Moines County, State of Iowa, and running along the west bank of the river to the mouth of the Iowa River, and along the east bank of the Mississippi River from the city of Warsaw to the city of Quincy, with a view to improving the navigation by preventing the water from overflowing the natural and artificial banks along those parts of the river and deepening the channel.

Survey to prevent overflows.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul to the Washington Avenue bridge at Minneapolis, fifty-one thousand dollars, which together with the unexpended balance standing to the credit of this improvement shall be expended under the project or plan to extend navigation from Saint Paul to the flour mills at Minneapolis, estimated for by Major A. McKenzie as appears by his report made to General Thomas L. Casey, Chief of Engineers, United States Army, under date of March first, eighteen hundred and ninety-four, by the construction of lock and dam numbered two in the same project.

From St. Paul to Minneapolis, Minn.

For work in accordance with the plans and specifications of the Mississippi River Commission:

Work under Mississippi River Commission.

At the harbor of Greenville, Mississippi: Continuing improvement, eighty thousand dollars.

Greenville, Miss.

At the harbor of New Madrid, Missouri: Continuing improvement, twenty thousand dollars.

New Madrid, Mo.

At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars.

New Orleans, La.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana: Continuing improvement, eighty thousand dollars.

Natchez and Vidalia, Miss. and La.

At the harbor of Memphis, Tennessee: Continuing improvement, fifty thousand dollars, of which ten thousand dollars may be used in dredging at the mouth of Wolf River, in the discretion of the Secretary of War.

Memphis, Tenn.

The Mississippi River Commission shall cause to be expended on the harbor at Hickman, Kentucky, the unexpended balance, of any appropriation heretofore made for improving the harbor at that point.

Hickman, Ky., unexpended balance.

At the head of the Atchafalaya and the mouth of Red River, Louisiana, for the rectification thereof: Continuing improvement, seventy thousand dollars, of which two thousand five hundred dollars may be used in improving Bayou Des Glaises, in the parish of Avoyelles, and the said Commission is directed to report to Congress in their next regular report their views on the advisability of effecting a separation between the Mississippi and Red rivers at the present junction thereof and main-

Atchafalaya and Red rivers, La.

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taining navigation between the same through Bayou Plaquemine or by means of a canal.

St. Francis River, Mo.

Improving Saint Francois River, in Missouri, five thousand dollars.

Gasconade River, Mo. Osage River, Mo.

Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars; and improving Osage River, Missouri: Continuing improvement, forty-six thousand dollars, to be expended by the Missouri River Commission.

Missouri River Commission. Distribution.

Missouri River, from its mouth to the lower limits of Sioux City, Iowa: The Missouri River Commission is authorized and directed to expend from the appropriations for the improvement of said river seventy-five thousand dollars in the rectification of the river at Omaha, Nebraska; thirty-five thousand dollars at Atchison, Kansas; and fifty thousand dollars at Saint Joseph and other localities on the river in the State of Missouri where the Commission may deem such improvement necessary.

Upper Missouri River, between Stubbs Ferry, Mont., and Sioux City, Iowa. Distribution.

Improving Upper Missouri River between Stubbs' Ferry, in Montana, and the lower limits of Sioux City, Iowa: One hundred and ten thousand dollars, of which ten thousand dollars may be expended in the protection and completion of the works at Sioux City; forty thousand dollars are to be expended in the rectification of the river at Pierre and Fort Pierre; forty thousand dollars, in the discretion of the Secretary of War, may be used for the protection of Bismarck Harbor and the rectification of the river by works to prevent the river from eroding the banks and cutting a new channel at or near that point; twenty thousand dollars shall be expended between the Great Falls of said river, in Montana, and Stubbs' Ferry, in Montana.

Sacramento and Feather rivers, Cal.

Improving Sacramento and Feather Rivers, California: Continuing improvements, including treatment of the Yuba River, near and above Marysville, and of the Bear River, one hundred and fifteen thousand dollars; of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work between Tehama and Redding, on the Sacramento River; and, in the discretion of the Secretary of War, ten thousand dollars, or so much thereof as may be necessary shall be expended in making a cut-off to avoid Shanghai bend on Feather River: *Provided*, That no money shall be expended in making said cut-off until the right of way therefor shall have been conveyed to the United States free of expense.

Proviso.

Right of way.

San Joaquin River, Cal.

Improving San Joaquin River, California, including making cut-off at Twenty-one Mile Slough; and if, in the discretion of the Secretary of War, it is deemed beneficial to navigation by preventing deposit of sediment in Stockton Channel, or otherwise, the making of a double cut-off beginning at Mormon Slough, immediately above

Cut-off, etc.

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its junction with Stockton Channel, thence across the same, entering the San Joaquin River immediately below junction therewith of Stockton Channel: Continuing improvement, fifty thousand dollars, of which ten thousand dollars, or so much thereof as may be necessary, shall be expended in snagging and other work in aid of navigation on the San Joaquin River, above the city of Stockton and in the Tuolumne River and other tributaries of the former: *Provided*, That no money shall be expended in making said double cut-off until the right of way therefor shall have been conveyed to the United States free of charge.

Proviso.

Right of way.

Petaluma Creek, Cal.

Improving Petaluma Creek, California: Continuing improvement, fifteen thousand dollars.

Mokelumne River, Cal.

Improving Mokelumne River, California: Continuing improvement, two thousand five hundred dollars, including snagging as far as county bridge at Thornton's, on said river: *Provided*, That no part of said sum shall be used until the drainage canal cut by private parties near New Hope landing shall have been closed.

Proviso.

Drainage canal.

Napa River, Cal.

Improving Napa River, California: Continuing improvement, four thousand dollars.

Columbia River, upper.

Improving Upper Columbia River, including Snake River as far up as Asotin, Oregon and Washington: Continuing improvement, five thousand dollars.

Rock Island and Foster Creek rapids.

Snag boat, etc.

Improving Columbia River from Rock Island Rapids to Foster Creek Rapids: The Secretary of War may, in his discretion, expend the unexpended balance, eight thousand two hundred and ten dollars and ninety-two cents, of the appropriation heretofore made for the improvement of the Columbia River between the head of Rock Island Rapids and the foot of Priest Rapids, Washington, for the building of a snag boat for use on the Columbia River between Rock Island Rapids and Foster Creek Rapids, and for such other work as may be necessary for the improvement of navigation of said river within the above-named limits.

Mouth.

Vol. 29, p. 234.

Post, p. 789.

Improving mouth of Columbia River, Oregon, and Washington: Completing improvement, three hundred and thirty-eight thousand one hundred and eighty dollars.

Boat railway at The Dalles Rapids.

Improving Columbia River, Oregon and Washington, at Three-Mile Rapids, and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, said boat railway to be provided at each terminus with hydraulic lifts, and other necessary appliances, for the purpose of raising and lowering the boats on suitable cars to and from its tracks, the whole to be located, constructed, and equipped for the passage of eight boats of six hundred tons each in each direction in twelve hours, on the south side of the Columbia River, substantially in accordance with the location and plans submitted by the board of engineers, ap-

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pointed by the President in pursuance of the provision of the Act of Congress approved July thirteenth, eighteen hundred and ninety-two, and entitled "An Act making appropriations for the construction, repair, and preservation of certin public works on rivers and harbors, and for other purposes," with their report, which is contained in Senate Executive Document Numbered Seven, Fifty-third Congress, first session, one hundred thousand dollars: *Provided*, That the Secretary of War is hereby authorized and directed to proceed to acquire without unnecessary delay by purchase or condemnation, in the manner and according to the conditions now prescribed by law, the necessary right of way for said boat railway and the right to the use of lands required for terminal and other facilities for said boat railway, and to expend so much of the amount hereby appropriated as may be necessary for that purpose.

Vol. 27, p. 109. *Ante*, p. 640.

Proviso.

Right of way, etc., to be secured.

Improving Lower Willamette River in front of and below Portland, Oregon, and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, fifty thousand dollars.

Lower Willamette and Columbia Rivers, Oreg., and Wash.

Improving Willamette River above Portland, Oregon: Continuing improvement, twenty-three thousand dollars, of which eight thousand dollars, or so much thereof as may be necessary, shall be used at Corvallis, and two thousand dollars may, in the discretion of the Secretary of War, be used in the removal of obstructions in Yam Hill River up to McMinnville.

Willamette River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

Coquille River, Oreg.

Improving Upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, five thousand dollars.

Upper Coquille River, Oreg.

Improving the mouth of Siuslaw River: Continuing improvement, twenty-five thousand dollars.

Siuslaw River, Oreg.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars.

Gauging Columbia River.

Improving Upper Snake River, Idaho, between Seven Devils mining district and Huntington bridge, twenty-five thousand dollars.

Upper Snake River, Idaho.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Cowlitz River, Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement, fourteen thousand dollars, which, together with the unexpended balance, may, in the discretion of the Secretary of War, or so much thereof as shall be necessary, be used for repairs to snag boat.

Puget Sound, etc., Wash.

Improving Swinomish Slough, Washington: Continuing improvement in accordance with existing plan, twenty-five thousand dollars.

Swinomish Slough, Wash.

Improving Willapa River and Harbor, Washington: For completion, thirteen thousand three hundred and

Willapa River, Wash.

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Proviso. Removing obstructions.

fifty dollars: *Provided*, That in the discretion of the Secretary of War two thousand five hundred dollars of the amount hereby appropriated for said river and harbor may be used in removing obstructions in North River.

Waterway, Puget Sound to lakes Union and Washington.

Vol. 28, p. 948.

Post, p. 733.

Proviso. Right of way to be secured free.

For dredging Salmon Bay and the improvement of the waterway connecting the waters of Puget Sound, at Salmon Bay, with lakes Union and Washington by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith, twenty-five thousand dollars: *Provided*, That no part of said amount shall be expended on the improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington until the entire right of way and a release from all liability to adjacent property owners have been secured to the United States free of cost and to the satisfaction of the Secretary of War.

Everett, Wash.

Vol. 28, p. 968.

Post, p. 729.

For dredging Everett Harbor, including mouth of Snohomish River, and Snohomish River from mouth to Lowell, in the State of Washington, the sum of ten thousand dollars.

New York Harbor. Fishing, etc., in ship channels forbidden.

SEC. 2. It shall be unlawful for any person or persons to engage in fishing or dredging for shell fish in any of the channels leading to and from the harbor of New York, or to interfere in any way with the safe navigation of those channels by ocean steamships and ships of deep draft.

Penalty for violations.

Any person or persons violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine or imprisonment, or both, such fine to be not more than two hundred and fifty dollars nor less than fifty dollars, and the imprisonment to be not more than six months nor less than thirty days, either or both united, as the judge before whom conviction is obtained shall decide.

Arrests.

It shall be the duty of the United States Supervisor of the harbor to enforce this Act, and the deputy inspectors of the said supervisor shall have authority to arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this Act: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspector or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

Provisos. Process. Proceedings.

New York Harbor; law prohibiting injurious deposits amended.

SEC. 3. That section three of the "Act to prevent obstructive and injurious deposits within the harbor and adjacent waters of New York City, by dumping or other-

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wise, and to punish and prevent such offenses," approved June twenty-ninth, eighteen hundred and eighty-eight, shall be, and hereby is, amended so as to read as follows [a]:

Vols. 24, p. 329; 25, p. 209; 30, p. 1155; 32, p. 375. *Ante*, pp. 462, 481; *post*, pp. 893, 1010; 35, pp. 424, 426. *Post*, p. 1311.

"SEC. 3. That in all cases of receiving on board of any scows or boats such forbidden matter or substance as herein described, the owner or master, or person acting in such capacity on board of such scows or boats, before proceeding to take or tow the same to the place of deposit, shall apply for and obtain from the supervisor of the harbor appointed hereunder a permit defining the precise limits within which the discharge of such scows or boats may be made; and it shall not be lawful for the owner or master, or person acting in such capacity, of any tug or towboat to tow or move any scow or boat so loaded with such forbidden matter until such permit shall have been obtained; and every person violating the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than one thousand nor less than five hundred dollars, and in addition thereto the master of any tug or towboat so offending shall have his license revoked, or suspended for a term to be fixed by the judge before whom tried and convicted.

Supervisor to designate place of deposit.

Permits.

Penalty for violating.

"And any deviation from such dumping or discharging place specified in such permit shall be a misdemeanor, and the owner and master, or person acting in the capacity of master, of any scows or boats dumping or discharging such forbidden matter in any place other than that specified in such permit shall be liable to punishment therefor as provided in section one of the said Act of June twenty-ninth, eighteen hundred and eighty-eight; and the owner and master, or person acting in the capacity of master, of any tug or towboat towing such scows or boats shall be liable to equal punishment with the owner and master, or person acting in the capacity of master, of the scows or boats; and, further, every scowman or other employee on board of both scows and towboats shall be deemed to have knowledge of the place of dumping specified in such permit, and the owners and masters, or persons acting in the capacity of masters, shall be liable to punishment, as aforesaid, for any unlawful dumping, within the meaning of this Act or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, which may be caused by the negligence or ignorance of such scowman or other employee; and, further, neither defect in machinery nor avoidable accidents to scows or towboats, nor unfavorable weather, nor improper handling or moving of scows or boats of any kind whatsoever, shall operate to release the owners and masters and employees of scows and towboats from the penalties hereinbefore mentioned."

Penalty for discharging at other places.

Persons liable.

[a] See footnote at bottom of page 482 of this compilation.

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Boats to have name, etc., painted.

Every scow or boat engaged in the transportation of dredgings, earth, sand, mud, cellar dirt, garbage, or other offensive material of any description shall have its name or number and owner's name painted in letters and numbers at least fourteen inches long on both sides of the scow or boat; these names and numbers shall be kept distinctly legible at all times, and no scow or boat not so marked shall be used to transport or dump any such material.

Appointment of inspectors.
Vol. 25, p. 210.
Ante, p. 483.

The supervisor of the harbor of New York, designated as provided in section five of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, is authorized and directed to appoint inspectors and deputy inspectors, and, for the purpose of enforcing the provisions of this Act and of the Act aforesaid, and of detecting and bringing to punishment offenders against the same, the said supervisor of the harbor and the inspectors and deputy inspectors so appointed by him, shall have power and authority:

Duties.
Arrests.

First. To arrest and take into custody, with or without process, any person or persons who may commit any of the acts or offenses prohibited by this section and by the act of June twenty-ninth, eighteen hundred and eighty-eight, aforesaid, or who may violate any of the provisions of the same: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of the supervisor or his inspectors or deputy inspectors, or either of them: *And provided further*, That whenever any such arrest is made the person or persons so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offenses alleged against him; and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States.

Provisos.
Process.

Custody of offender.

Seizure of boats.

Second. To go on board of any scow or towboat engaged in unlawful dumping of prohibited material, or in moving the same without a permit as required in this section of this Act, and to seize and hold said boats until they are discharged by action of the commissioner, judge, or court of the United States before whom the offending persons are brought.

Custody of witness.

Third. To arrest and take into custody any witness or witnesses to such unlawful dumping of prohibited material, the said witnesses to be released under proper bonds.

Accompanying towboats.

Fourth. To go on board of any towboat having in tow scows or boats loaded with such prohibited material, and accompany the same to the place of dumping, whenever such action appears to be necessary to secure compliance with the requirements of this Act and of the Act aforesaid.

Inspecting gas, etc., works.

Fifth. To enter gas and oil works and all other manufacturing works for the purpose of discovering the disposition made of sludge, acid, or other injurious material,

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whenever there is good reason to believe that such sludge, acid, or other injurious material is allowed to run into the tidal waters of the harbor in violation of section one of the aforesaid Act of June twenty-ninth, eighteen hundred and eighty-eight.

Penalty for bribing, etc.

Every person who, directly or indirectly, gives any sum of money or other bribe, present, or reward or makes any offer of the same to any inspector, deputy inspector, or other employee of the office of the supervisor of the harbor with intent to influence such inspector, deputy inspector, or other employee to permit or overlook any violation of the provisions of this section or of the said Act of June twenty-ninth, eighteen hundred and eighty-eight, shall, on conviction thereof, be fined not less than five hundred dollars nor more than one thousand dollars, and be imprisoned not less than six months nor more than one year.

Return of permits.

Every permit issued in accordance with the provisions of this section of this Act which may not be taken up by an inspector or deputy inspector shall be returned within forty-eight hours after issuance to the office of the supervisor of the harbor; such permit shall bear an indorsement by the master of the towboat, or the person acting in such capacity, stating whether the permit has been used, and if so the time and place of dumping. Any person violating the provisions of this section shall be liable to a fine of not more than five hundred dollars nor less than one hundred dollars.

Indorsement.

Penalty.

Use of canals, etc., regulated by Secretary of War. Vols. 23, p. 148; 25, p. 497; 26, p. 455; 32, p. 374. *Ante*, pp. 416, 533, 585; *post*, p. 1009.

SEC. 4. That it shall be the duty of the Secretary of War to prescribe such rules and regulations for the use, administration, and navigation of any or all canals and similar works of navigation that now are, or that hereafter may be, owned, operated, or maintained by the United States as in his judgment the public necessity may require [a].

Posting rules.

Such rules and regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall knowingly and willfully violate such rules and regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court in the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

Drawbridges. Regulations for use to be published. Vol. 32, p. 374. *Post*, p. 1008.

SEC. 5. That it shall be the duty of all persons owning, operating, and tending the drawbridges now built, or which may hereafter be built across the navigable rivers and other waters of the United States, to open, or cause to be opened, the draws of such bridges under such rules

[a] This section, which amends section 7 of the river and harbor act approved July 5, 1884, as amended by act approved Sept. 26, 1888, is amended by sections 6 and 11 of the river and harbor act approved June 13, 1902.

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and regulations as in the opinion of the Secretary of War the public interests require to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law. Every such person who shall willfully fail or refuse to open, or cause to be opened, the draw of any such bridge for the passage of a boat or boats, or who shall unreasonably delay the opening of said draw after reasonable signal shall have been given, as provided in such regulations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not more than two thousand dollars nor less than one thousand dollars, or by imprisonment (in the case of a natural person) for not exceeding one year, or by both such fine and imprisonment, in the discretion of the court: *Provided*, That the proper action to enforce the provisions of this section may be commenced before any commissioner, judge, or court of the United States, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in case of crimes against the United States: *Provided further*, That whenever, in the opinion of the Secretary of War, the public interests require it, he may make rules and regulations to govern the opening of drawbridges for the passage of vessels and other water crafts, and such rules and regulations, when so made and published, shall have the force of law, and any violation thereof shall be punished as hereinbefore provided [a].

Penalty for violations.

Provisos.

Proceedings.

Secretary of War may make rules, etc.

Deposits of refuse, etc., in navigable waters forbidden Vol. 26, pp 453, 454; vol. 30, pp. 1152, 1153. *Ante*, pp. 581, 583; *post*, p. 888.

SEC. 6. That it shall not be lawful to place, discharge, or deposit, by any process or in any manner, ballast, refuse, dirt, ashes, cinders, mud, sand, dredgings, sludge, acid, or any other matter of any kind other than that flowing from streets, sewers, and passing therefrom in a liquid state, in the waters of any harbor or river of the United States, for the improvement of which money has been appropriated by Congress, elsewhere than within the limits defined and permitted by the Secretary of War; neither shall it be lawful for any person or persons to move, destroy, or injure in any manner whatever any sea wall, bulkhead, jetty, dike, levee, wharf, pier, or other work built by the United States, in whole or in part, for the preservation and improvement of any of its navigable waters, or to prevent floods, or as boundary marks, tide gauges, surveying stations, buoys, or other established marks; any and every such act is made a misdemeanor, and every person knowingly engaged in or who shall knowingly aid, abet, authorize, or instigate a violation of this section shall, upon conviction, be punishable by a fine or imprisonment, or both, such fine to be not less than two hundred and fifty dollars nor more than twenty-five hundred dol-

Injuries to jetties, etc., forbidden.

Penalties.

[a] This section is amended by section 6 of the river and harbor act approved June 13, 1902.

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lars, and the imprisonment to be not less than thirty days nor more than one year, either or both united, as the judge before whom conviction is obtained shall decide, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction of this misdemeanor[a].

Masters, pilots, etc., injuring works, etc., to have licenses revoked or suspended.
Vol. 30, p. 1153.
Post, pp. 888, 889.

SEC. 7. That any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who may willfully injure or destroy any work of the United States contemplated in section six of this Act, or who shall knowingly engage in towing any scow, boat, or vessel loaded with any such prohibited matter to any point or place of deposit or discharge in any harbor contemplated in section six of this Act, elsewhere than within the limits defined and permitted by the Secretary of War, shall be deemed guilty of a violation of this Act and shall, upon conviction, be punishable as hereinbefore provided for offenses in violation of section six of this Act, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted [b].

Libel against boats violating deposit, etc., prohibitions.
Vol. 30, p. 1153.
Post, p. 889.

SEC. 8. Any boat, vessel, scow or other craft used or employed in violating any of the provisions of sections six and seven of this Act shall be liable to the pecuniary penalties imposed thereby, and in addition thereto to the amount of damages done by said boat, vessel, scow, or other craft, which latter sum shall be placed to the credit of the appropriation for the improvement of the harbor in which the damage occurred, and said boat, vessel, scow, or other craft may be proceeded against summarily by way of libel in any district court of the United States having jurisdiction thereof [b].

Displacement of tide waters by piers, etc.
Compensating basin.
Vol. 24, p. 329; vol. 25, p. 425; vol. 26, p. 455; vol. 30, p. 1151.
Ante, pp. 462, 518, 584; *post*, p. 887.

SEC. 9. That whenever the Secretary of War grants to any person or persons permission to extend piers, wharves, bulkheads, or other works, or to make deposits in any tidal harbor or river of the United States beyond any harbor lines established under authority of the United States, he shall cause to be ascertained the amount of tide water displaced by any such structure or by any such deposits, and he shall, if he deem it necessary, require the parties to whom the permission is given to make compensation for such displacement either by excavating in some part of the harbor, including tide-water channels between high and low water mark, to such an extent as to create a basin for as much tide water as may be displaced by such structure or by such deposits, or in any other mode that may be satisfactory to him: *Provided*, That all such dredging or other improvement shall be carried on under

Proviso. Dredging.

[a] This section is amended by sections 13, 14, and 16 of the river and harbor act approved Mar. 3, 1899.

[b] This section is amended by section 16 of the river and harbor act approved Mar. 3, 1899.

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the direction of the Secretary of War, and shall in no wise injure any existing channels [a].

Preliminary examinations.

SEC. 10. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit:

Arkansas.

ARKANSAS.

Little River, from Fulton to White Cliffs.

Bayou Macon above Floyd.

Boueff [Bœuff] River above Wallaces Landing.

Cache River to Riverside, with a view to low-water navigation.

Upper White River, to determine the proper method of improvement.

Arizona.

ARIZONA.

Colorado River above Yuma to the highest point of navigation.

Connecticut.

CONNECTICUT.

Harbor of West Haven, and West River from the steam railroad crossing to the main channel of New Haven Harbor.

Black Rock Harbor.

Greenwich Harbor.

Byram Harbor.

California.

CALIFORNIA.

San Francisco Harbor, obstructions therein and in the approaches thereto, as follows: Noonday Rocks, Mile Rocks, the Sunken Rocks off Fort Point, Anita Rock, near Fort Point; Arch Rock, Shag Rock, Blossom Rock, Two Mission Rocks, Invincible Rock, one-half mile southerly from The Brothers light-house; Whiting Rock, one-eighth of a mile north of Invincible Rock, and Fifteen Feet Rock, a quarter of a mile west of said light-house, with a view to their removal.

San Rafael Creek and Mendocino Harbor.

Georgiana River.

San Joaquin River, above the mouth of Stanislaus River, with a view to improvement, including closure of sloughs to a height sufficient to maintain current in main channel during low-water period.

Feather River, above Marysville.

American River, with a view to prevention of sand flowing into the Sacramento River, near the city of Sacramento.

Harbor of El Moro.

Napa River, between North and South Vallejo, with a view of improvement and confinement of current to keep channel open.

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[a] This section is amended by section 11 of the river and harbor act approved Mar. 3, 1899.

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Steamboat Channel, and from junction thereof with Sacramento River to mouth of said river, with a view to improvement, enlargement of navigable channel, and to increase capacity for flood discharge.

Suisun Creek, with a view to improvement of channel.

DELAWARE. Delaware.

Christiana River above Wilmington to Newport.

For a canal from Pocomoke River to Indian River.

Mouth of Broad Kiln River.

Mahon River.

MARYLAND. Maryland.

Harbor at Claiborne, the west terminus of the Baltimore and Eastern Shore Railroad.

Chapel Point Harbor, at the junction of the Potomac and Port Tobacco rivers, with a view to the improvement of said harbor and its approaches.

FLORIDA. Florida.

Tampa Bay, from Port Tampa to the mouth of the bay.

Crystal River, at its mouth.

Carabelle bar and harbor.

Saint Johns River, at Orange Mills Flats, near Palatka, and for the improvement of the channel of the Saint John's River to Sandford [Sanford] and points above with a view to obtaining sufficient water for seagoing vessels.

Saint Lucia Inlet and River.

Withlacoochee River, from its mouth to head of navigation.

Entrance to Biscayne Bay.

Anclote River.

ILLINOIS. Illinois.

Quincy Bay.

KENTUCKY. Kentucky.

For ice harbor, including lock and dam, at a point about three miles from mouth of Licking River.

LOUISIANA. Louisiana.

Bayou Teche, from Saint Martinsville to Port Barre.

Bayou Bonfuca in Saint Tammany Parish.

Harbor at Baton Rouge.

Harbor at Bayou Sara.

Chefuncte River and Bogue Falia.

Tickfaw River and tributaries.

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Bayou Dugdamona.
Bayou Castor.
Little River [a].

Massachusetts.

MASSACHUSETTS.

Manchester Harbor, from mouth of the river below the Point of Rocks, with a view to a channel one hundred feet wide and five feet deep, and removal of sand bar at mouth of river and removal of sand bar and rocks at the Point of Rocks.

Plymouth Harbor, with a view to the removal of the obstructions known as "Splitting Knife" and "Middle Ground," and the north and south sides of the excavated channel in said harbor with a view to deepening and improving the same.

Onset harbor.
Bass River.
Hyannis Harbor.
Chatham New Harbor.
Mount Hope Bay and harbor of Fall River.
Byrams Cove Harbor [b].

Maine.

MAINE.

Glen Cove Harbor.
Parkers Head harbor and channel.
Royals River, from the village of Yarmouth to Casco Bay.
Harbor of Cape Porpoise.

Missouri.

MISSOURI.

Saint Francis River, from the Sunk Lands to Greenville, Missouri.

Michigan.

MICHIGAN.

Kalamazoo River, from its mouth to the city of Kalamazoo.

White Fish River, for a harbor at the mouth in Little Badenock Bay [Bay de Noquette].

Clinton River.

Shiawassee River, from Saginaw River to Bad River; Bad River to village of Saint Charles; Flint River to head of navigation.

Kawkawlin River.

Tittabawassee River, from Saginaw to the head of navigation.

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[a] The report on this item had reference to the river of this name that empties into Black River.

[b] This place could not be found.

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MINNESOTA. Minnesota.

Big Stone Lake, with a view to construction of reservoirs.

Minnesota River, with a view to protecting the banks opposite the borough of Belle Plain, so as to prevent the river from cutting through the narrow neck of land at that point and with a view to protecting the banks at and near the city of Mankato.

Red Lake River, with the view of improving Red Lake River from Thief River Falls to the Red Lake.

MISSISSIPPI. Mississippi.

Yallabusha River.

Noxubee River, from Macon to mouth of Hashuqua Creek.

Bogue Phalia, especially at the point known as "The Narrows."

Bear Creek, from where it empties into the Yazoo, up stream.

Big Sunflower River, with a view to its improvement as high as Clarksdale by locks and dams.

The bar recently formed in Horn Island Pass.

MONTANA. Montana.

Flathead River, from Columbia Falls, in Montana, to its mouth at Flathead Lake, and from its outlet on the south at Flathead Lake to the Clarkes Fork of the Columbia River.

Kootenai River, from Jennings, in Montana, to the international boundary, with a view of removing rocks and obstructions in the canyon above the town of Jennings.

Pend d'Oreille River, from Flathead Lake to Jocko Station, Montana [a].

Tongue River, with a view of straightening its channel along the eastern edge of the Fort Keogh military reservation.

NEBRASKA. Nebraska.

The Nebraska side of the Missouri River opposite Sioux City, Iowa from a point in Nebraska where an extension of the lower limits of Sioux City, Iowa, would intersect the Nebraska side of the river and up the river to a point in Nebraska opposite the mouth of Big Sioux River.

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[a] This item relates simply to a part of Flathead River included in the second item above. The use of the word Pend Oreille was due probably to a confusion of names of rivers in this section, the two streams being 100 miles apart.

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New York.

NEW YORK.

Echo Bay and New Rochelle Harbor.

Channel connecting Irondequoit Bay with Lake Ontario.

Port Chester.

Woodsburg Channel, in Hempstead Bay.

Carrls River.

West Branch of Newton Creek, from Metropolitan Avenue bridge to the head of navigation.

Harbor of Waddington.

Harbor of Greenport.

Milton Harbor at Milton Point.

Gravesend Bay.

Dunkirk.

Cold Spring Harbor.

Hempstead Harbor.

Peekskill.

North Carolina.

NORTH CAROLINA.

Core Sound, from mouth of North River to Beaufort Harbor, and Cape Lookout Harbor of Refuge, with a view to improvement of navigation.

Drum Inlet, between Portsmouth and Cape Lookout.

Tar River, from Washington to Greenville, with a view to obtaining a depth of three feet.

South Creek, from mouth to head of navigation.

Turners Cut, a branch of Pasquotank River.

Scuppernong River.

New Jersey.

NEW JERSEY.

Mantua Creek.

Buckshutem.

Cold Spring Inlet.

Rancocas River.

Inside of Absecon Inlet, near the southwesterly point of Brigantine Beach, with a view to uniting the waters of that part of the water bed known as the "main channel," now flowing under or along Bringantine [*sic*] Beach, with said water bed now flowing under or along Rum Point, and with the waters of Absecon Channel, so as to improve and shorten steamboat or ferry navigation between the termini of railroad transportation at Atlantic City and Brigantine Beach.

Delaware River, between Trenton and Burlington, for improvement of river and protection of banks.

Inlet at mouth of Shark River, for harbor refuge.

Elizabeth River, to report upon the desirability of placing locks in the mouth of said river, and the cost of same.

The Lumberton branch of the Rancocas River as far as Lumberton.

Salem River from the mouth of said river as far as Salem City.

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Rahway River, to report upon the desirability of placing locks in the mouth of said river and the cost of same.

OHIO. Ohio.

Ironton, with a view of protecting the Ohio River front within the limits of the city.

OREGON. Oregon.

Yaquina Bay Bar, for increased depth.
Tualiton River to Hillsboro, and to the head of navigation.
Clatskanie River, from mouth to town of Clatskanie.
Umpqua River, from Scottsburg to Elkton Rapids.

PENNSYLVANIA. Pennsylvania.

Clarion River.
Tionesta River.
Susquehanna River between Nanticoke and Pittston.

RHODE ISLAND. Rhode Island.

Connanicut Island, with a view of cutting a channel through the same.
Seaconnet Point.
Stone bridge over Seaconnet River to ascertain the cost of widening and deepening the passage at the draw of said bridge to the same extent as prescribed in the recent order of the Secretary of War, respecting the railroad bridge across said river, and the Secretary of War is directed to prepare and submit to Congress an estimate of the cost of such work.

TENNESSEE. Tennessee.

Wolf River, from its mouth to a point five miles above.

TEXAS. Texas.

Channel through Sabine Lake, from the mouth of the Sabine and Neches rivers to the head of the pass from said lake to the Gulf of Mexico.
Brazos River, from the city of Waco to the town of Richmond.
Bar and Harbor at Brazos Santiago.
Colorado River from the mouth to the city of Wharton.
Guadalupe River from its mouth to the city of Cuero.

VIRGINIA. Virginia.

Deep Creek branch of Elizabeth River, with a view of obtaining a depth equal to that of the Lake Drummond Canal, formerly the Dismal Swamp Canal, and the western branch of the said Elizabeth River.

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Harris Creek prong of Back River.

Lyons Creek.

For internal waterway, extending from Franklin city southward to Cape Charles. The chief obstructions exist in what is known as Boggs Bay, Cat Creek, Kegotank Bay, Weir Passage, and Burtons Bay.

Jacksons Creek, near mouth of Piankatank River.

Ware River.

Quantico Creek.

Great Wicomico River, from Cedar Point to Indian Point.

Little Wicomico River, at its mouth.

Hunting Creek from its mouth to head of navigation.

Vermont.

VERMONT.

Missisquoi River, particularly between the village of Swanton and the lake.

Washington.

WASHINGTON.

North River, from its mouth in Wallapa [Willapa] Bay, upward twenty-five miles.

Quillayute Harbor and River.

Okanagon River, from mouth to head of navigation.

Bellingham Bay.

Clallam Bay, with a view to its improvement as a harbor of refuge.

Lewis River, from La Center to its mouth, with a view of deepening the channel and improving the navigation.

From Hood's Canal in Puget Sound to North Bay in said sound, with a view of constructing a water way and channel between the two bodies of water at the most practicable place, of sufficient depth to be navigable for all classes of vessels.

Wisconsin.

WISCONSIN.

Mouth of Iron River, Lake Superior.

Flag Lake and mouth of Flag River.

La Crosse Harbor, for removal and prevention of bar.

Oconto River, to obtain a channel sixteen feet deep and one hundred and fifty feet wide.

Harbors of Superior, Wisconsin, and Duluth, Minnesota, with a view of deepening said harbors and entrances thereto to twenty feet.

West Virginia.

WEST VIRGINIA.

Little Kanawha River, with a view of improvement by locks and dams, including an estimate of the probable cost to the Government of each lock and dam now in existence on said river and not owned by the Government.

Guyandotte River, with a view of improvement by locks and dams.

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Big Coal River.
Little Coal River.
Elk River, with a view of locking and damming same.

Making preliminary examinations. Report to Chief of Engineers.

SEC. 11. That the preliminary examinations ordered in this act shall be made by the local engineer in charge of the district, or an engineer detailed for the purpose; and such local or detailed engineer and the division engineer of the locality shall report to the Chief of Engineers, first, whether, in their opinion, the harbor or river under examination is worthy of improvement by the General Government, and shall state in such report fully and particularly the facts and reasons on which they base such opinions, including the present and prospective demands of commerce, and, second, if worthy of improvement by the General Government, what it will cost to survey the same, with the view of submitting plan and estimate for its improvement; and the Chief of Engineers shall submit to the Secretary of War the reports of the local and division engineers, with his views thereon and his opinion of the public necessity or convenience to be subserved by the proposed improvement; and all such reports of preliminary examinations, with such recommendations as he may see proper to make, shall be transmitted by the Secretary of War to the House of Representatives, and are hereby ordered to be printed when so made.

Report to Secretary of War.

Report to House of Representatives to be printed.

Surveys and estimates ordered.

SEC. 12. That the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit:

CALIFORNIA.

California.

Old River Branch of San Joaquin River.
Crescent City Harbor.

CONNECTICUT.

Connecticut.

Westport Harbor.
Norwalk Harbor.
Stonington Harbor.

DELAWARE.

Delaware.

Nanticoke River, in Delaware.

FLORIDA.

Florida.

Canaveral Harbor.
Saint John's River from Jacksonville to the ocean. The Secretary of War is hereby directed to prepare and submit plans and estimates for continuing the work, with a view to secure an increase of the depth of the channel to twenty-four feet.

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Georgia.

GEORGIA.

Savannah River, between Spirit Island and the point where the Charleston and Savannah Railroad crosses said river. The Secretary of War is hereby directed to cause the project to be prepared and an estimate of cost of improvement of this locality to be made.

Idaho.

IDAHO.

The Secretary of War is hereby directed to prepare and submit plans and estimates for the improvement of the Kootenai River, Idaho, as recommended by Captain Symonds [Symons] in the preliminary examination submitted by him under date of October twelfth, eighteen hundred and ninety-two.

Indiana.

INDIANA.

Harbor of Evansville.

Illinois.

ILLINOIS.

Harbor of Elizabethtown.

Maine.

MAINE.

Georges River, from Thomaston to mouth.

Carvers Harbor.

Machias River Channel, and Sasanoa River, from Bath to Boothbay.

Maryland.

MARYLAND.

Pocomoke River, with a view of uniting the waters of said river with the waters of Sinepuxent Bay, at a point above Snow Hill, and improving said river between Snow Hill and Shad Landing.

Rock Hall Harbor.

Baltimore Harbor, to widen the ship channel to one thousand feet.

Massachusetts.

MASSACHUSETTS.

Chelsea River, from Grand Junction Railroad bridge to Boston and Maine Railroad bridge.

East Boston Channel.

Tarpaulin Cove, Naushon Island.

Woods Holl, and Little Woods Holl Harbor.

Michigan.

MICHIGAN.

Belle River.

Sebewaing River.

Pine River, at Saint Clair City, Michigan. The Secretary of War is directed to cause the project to be prepared and an estimate of the cost of the improvement of this locality to be made.

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NEW JERSEY. New Jersey.

Cooper Creek.
Dennis Creek.

NORTH CAROLINA. North Carolina.

North East (Cape Fear) River, from the old County Ferry to Juniper Swamp, or Creek, a point about one mile north of Hilton railroad bridge, with a view to obtaining an increased depth of channel.

Alligator River.

Cape Fear River, above Fayetteville.

OREGON. Oregon.

Coos River.

Yam Hill River, up to town of McMinnville with a view of improving the same by locks or dams or otherwise.

Columbia River, below Tongue Point, by way of the southern channel in front of Astoria.

Willamette River, from Portland to Eugene.

Alsea River.

Nestucca River, from town of Woods to the ocean.

Port Orford, with a view to improving the same for shipping purposes and as a harbor of refuge, commencing at Graveyard Point and by jetty, sea wall, or other proper construction extending southerly or southeasterly into the ocean three hundred or more feet, if necessary, and suitable for vessels of middle draft; and, secondly, if necessary, by another jetty, sea wall, or other constructive work, extending from the next high point or headland southwesterly four hundred or more feet, so as to accommodate vessels of maximum draft.

PENNSYLVANIA. Pennsylvania.

Allegheny River, for lock and dam at or near Tarentum, and lock and dam at the most practicable point for navigation between the proposed dam at Tarentum and Herrs Island Dam.

Ohio River, movable dams, numbered three, four, and five.

RHODE ISLAND. Rhode Island.

Wickford Harbor, in Narragansett Bay.

Great Salt Pond, Block Island, with a view to making harbor of refuge therein.

Pawcatuck River, with reference to its further improvement from Westerly, Rhode Island, to Stonington, Connecticut.

SOUTH CAROLINA. South Carolina.

Steamboat Channel, seven feet deep at mean low water, between Beaufort, South Carolina, and Savannah, Georgia.

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Tennessee.

TENNESSEE.

Forked Deer River from Dyersburg, Tennessee, to its junction with the Obion River, and thence to the Mississippi River, so as to make said stream navigable all the year.

Texas.

TEXAS.

Brazos River from the town of Velasco to the town of Richmond.

For determining the causes of the erosion of the easterly end of Galveston Island, and estimating the cost of works to prevent the same.

Virginia.

VIRGINIA.

Bar at the northwest entrance of Milford Haven from Piankatank River.

Mouth of Cranes Creek, a tidal estuary of Great Wicomico River.

Washington.

WASHINGTON.

Columbia River, from Rock Island Rapids to the Okanogan River.

Nootsack River.

Grays Harbor and its bar entrance, with a view to the improvement of its channels.

Wisconsin.

WISCONSIN.

Alouez Bay.

Appropriation for preliminary examinations, surveys, etc.

SEC. 13. For preliminary examinations, surveys, except where otherwise herein especially provided for, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, one hundred and twenty-five thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this Act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate, for the same fiscal year, shall be made unless ordered by a resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Provisos.

Restriction.

Additional reports forbidden.

No project authorized until appropriated for.

Received by the President, August 7, 1894.

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[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

CHAP. 301.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes.

Aug. 18, 1894. Vol. 28, p. 372.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, namely:

Sundry civil expenses appropriations.

* * * * *

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, two hundred and fifty thousand dollars.

River and harbor improvements. Philadelphia, Pa.

For improving harbor at Galveston, Texas: Continuing improvement, six hundred thousand dollars, one hundred thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Galveston, Tex.

For improving Hay Lake Channel, Saint Marys River, Michigan: Continuing improvement, one hundred and fifty thousand dollars.

Hay Lake channel, St. Marys River, Mich.

For improving Hudson River, New York: Continuing improvement, one hundred and forty-five thousand dollars.

Hudson River, N. Y.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota: Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, seven hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents; continuing improvement from the mouth of Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents; in all, one million six hundred and twenty-five thousand dollars.

Mississippi River, mouth of the Ohio to Minneapolis, Minn.

For improving Saint Marys River at the Falls, Michigan: Continuing improvement, three hundred thousand dollars.

St. Marys River at the falls, Mich.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, one hundred thousand dollars.

Point Judith, R. I.

For improving harbor at Charleston, South Carolina,

Charleston, S. C.

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including Sullivan Island and Mount Pleasant Shore: Continuing improvement, four hundred and fifty thousand dollars.

Savannah, Ga.

For improving harbor at Savannah, Georgia: Continuing improvement, nine hundred and seventy-five thousand dollars.

Mobile, Ala.

For improving harbor at Mobile, Alabama: Continuing improvement, three hundred and ninety thousand dollars.

Mississippi River Commission.
Mississippi River.

Under Mississippi River Commission: For improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million six hundred and sixty-five thousand dollars.

Missouri River Commission.
Missouri River.

Under Missouri River Commission: For improving Missouri River from its mouth to the south line of Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars, fifty thousand dollars of which may be used for removal of snags and other like obstructions in the Missouri River above Sioux City, Iowa, from the south line thereof, to be expended under the direction of the Secretary of War.

* * * * *

New York Harbor.

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

Inspectors, etc.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Steamers, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

For pay of crew and maintenance of steamer Nimrod, eight thousand dollars.

For purchase or construction of one steam tug, forty-five thousand dollars, or so much thereof as may be necessary,

In all, seventy-six thousand dollars.

* * * * *

Public printing and binding.

PUBLIC PRINTING AND BINDING.

* * * * *

Vol. 32, p. 1147.
Post, p. 1042.

* * * and the heads of the Executive Departments, before transmitting their annual reports to Congress, the printing of which is chargeable to this appropriation, shall cause the same to be carefully examined, and shall exclude therefrom all matter, including engravings, maps, drawings, and illustrations, except such as they shall certify in their letters transmitting such reports to be necessary and to relate entirely to the transaction of public business;

* * * * *

Approved, August 18, 1894.

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CHAP. 307.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for prior years, and for other purposes. Aug. 23, 1894. Vol. 28, p. 424.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-four, and for prior years, and for other objects hereinafter stated, namely: Deficiencies appropriations.

* * * * *

FOX AND WISCONSIN RIVER IMPROVEMENT: To pay the judgments and awards rendered against the United States for flowage damages caused by the improvement of the Fox and Wisconsin rivers, Wisconsin, under the Act of March third, eighteen hundred and seventy-five, as reported to Congress by the Attorney-General and set forth in Senate Executive Document Numbered Ninety, of the present session, six thousand two hundred and sixty-three dollars and thirty-four cents. Fox and Wisconsin rivers improvement. Flowage damages. Vol. 18, p. 506. *Ante*, p. 252.

SEC. 2. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-one, and prior years, unless otherwise stated, and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty-four, as fully set forth in House Executive Document, numbered Ninety-three, Fifty-third Congress, second session, there is appropriated as follows: Claims certified by accounting officers. Vol. 18, p. 110. *Ante*, p. 225. Vol. 23, p. 254.

* * * * *

WAR DEPARTMENT CLAIMS ALLOWED BY THE THIRD AUDITOR AND SECOND COMPTROLLER. Claims allowed by Third Auditor and Second Comptroller.

* * * * *

For improving Manatee River, Florida, fifty-six dollars and thirty-seven cents. Manatee River, Fla.

* * * * *

SEC. 3. That for the payment of the following claims certified to be due by the several accounting officers of the Treasury Department under appropriations the balances of which have been exhausted or carried to the surplus fund under the provisions of section five of the Act of June twentieth, eighteen hundred and seventy-four, and under appropriations heretofore treated as permanent, being for the service of the fiscal year eighteen hundred and ninety-two, and prior years, unless otherwise stated, Claims certified by accounting officers. Vol. 18, p. 110. *Ante*, p. 225.

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Vol. 23, p. 254.

and which have been certified to Congress under section two of the Act of July seventh, eighteen hundred and eighty four, as fully set forth in Senate Executive Document Numbered One hundred and fifty-two, Fifty-third Congress, second session, there is appropriated as follows:

* * * * *

Little River, Mo.

For improving Little River, Missouri, thirteen cents.

Little Red River, Mo. and Ark.

For improving Little Red River, Missouri and Arkansas, one dollar and five cents.

For improving Little Red River, Arkansas, four dollars and nine cents.

Grass River, N. Y.

For improving Grass River, New York, thirty cents.

* * * * *

Approved, August 23, 1894.

Aug. 23, 1894.
Vol. 28, p. 491.

CHAP. 315.—An Act To repeal House Resolution numbered one hundred and four [a], first session Fifty-first Congress, granting to Secretary of War a permit to license to use a pier at mouth of Chicago River.

Chicago, Ill. Licenses of pier revoked.

Vol. 26, p. 685.

Ante, p. 602.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That House Resolution numbered one hundred and four [a], first session of the Fifty-first Congress, approved October first, eighteen hundred and ninety, entitled "Joint Resolution to permit the Secretary of War to grant a revocable license to use a pier as petitioned by vessel owners of Chicago, Illinois," be, and the same is hereby, repealed, and the property mentioned in the said joint resolution, to wit, the south pier of Chicago River, shall be excepted from the provisions of an Act entitled "An Act authorizing the Secretary of War to lease public property in certain cases," approved July twenty-eighth, eighteen hundred and ninety-two, and said pier shall not be subject to be leased by the Secretary of War: *Provided*, That nothing herein contained shall be so construed as to abrogate the permit already granted by the Secretary of War to the Western Seamen's Friend Society for the use of a part of the said pier.

Vol. 27, p. 321.

Ante, p. 655.

Proviso. Exception.

Approved, August 23, 1894.

Aug. 23, 1894.
Vol. 28, p. 1012.

CHAP. 324.—An Act For the relief of B. D. Greene.

B. D. Greene. Payment to, as bondsman of George E. Ward.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is directed to pay, out of any money in the Treasury not otherwise appropriated, to B. D. Greene, bondsman of George E. Ward, who shall file the proper vouchers for money advanced or labor and materials furnished in and about the work of improvement on the Rappahannock River during the year eighteen hundred and eighty-nine, the sum of one

[a] In the published statute this resolution is numbered 60.

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thousand nine hundred and sixteen dollars and ninety-seven cents, being the amount due George E. Ward by the Government, which said sum shall be paid to the said B. D. Greene.

Approved, August 23, 1894.

[No. 2.] Joint Resolution Extending time for report of Board of Engineers surveying canal routes from Lake Erie to the Ohio River.

Dec. 24, 1894. Vol. 28, p. 967.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Board of Engineers of the Army appointed to survey sundry canal routes through the State of Ohio under the provisions of the River and Harbor Appropriation Bill passed at the last session of the present Congress are granted an extension of time for their survey and are hereby authorized to report at the first session of the next Congress, instead of at the present session.

Ohio canals, time extended for report of Board of Engineers. Vol. 28, p. 355. *Ante*, p. 701.

Approved, December 24, 1894.

CHAP. 43.—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes.

Jan. 25, 1895. Vol. 28, p. 636.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-five, and for other objects hereinafter stated, namely:

Urgent deficiencies appropriations.

* * * * *

For improving harbor at Galveston, Texas: For continuing improvement, under existing contracts, two hundred thousand dollars.

Galveston Harbor, Tex.

* * * * *

Approved, January 25, 1895.

[No. 8.] Joint Resolution To provide for the expenditure of the appropriation heretofore made for the dredging of Everett Harbor.

Feb. 1, 1895. Vol. 28, p. 968.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the appropriation of ten thousand dollars heretofore made for dredging Everett Harbor, at Everett, in the State of Washington, may be used by the Secretary of War in the construction of a fresh-water harbor at Everett, in said State, in accordance with the project submitted by Captain Thomas W. Symons, of Corps of Engineers, United States Army, on July ninth, eighteen

Everett Harbor, Wash., plan for improvement adopted. Vol. 28, p. 360. *Ante*, p. 708.

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hundred and ninety-four, and printed in Senate Executive Document numbered one hundred and thirty-nine, part two, second session of the Fifty-third Congress.

Approved, February 1, 1895.

Feb. 13, 1895. Vol. 28, p. 969.

[No. 11.] Joint Resolution Authorizing the Secretary of War to make a survey of Kalamazoo River from Lake Michigan to Saugatuck.

Kalamazoo River, Mich., survey ordered.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized and directed to make a survey of Kalamazoo River from Lake Michigan to Saugatuck, as contemplated in Executive Document numbered one hundred and ninety-nine, House of Representatives, Fifty-third Congress, third session, to be paid for out of appropriation heretofore made for surveys.

Approved, February 13, 1895.

Feb. 18, 1895. Vol. 28, p. 970.

[No. 15.] Joint Resolution Authorizing the Secretary of War to expend a portion of the appropriation made in the River and Harbor Act of eighteen hundred and ninety-four for Saint Joseph Harbor, in the State of Michigan, to complete the connection between Saint Joseph Harbor and Benton Harbor.

St. Joseph, Mich. Use of appropriation for harbor. Vol. 28, p. 344. *Ante*, p. 686.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is, authorized in his discretion to apply so much of the appropriation for the improvement of Saint Joseph Harbor, in the State of Michigan, made in the River and Harbor act of eighteen hundred and ninety-four, as may in his judgment be necessary to complete the connection between Saint Joseph Harbor and Benton Harbor in said State of Michigan.

Approved, February 18, 1895.

Mar. 2, 1895. Vol. 28, pp. 843, 853.

CHAP. 187.—An Act Making appropriations to supply deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for prior years, and for other purposes.

Deficiencies appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-five, and for prior years, and for other objects hereinafter stated, namely:

* * * * *

Indian River Inlet. Dredging channel.

That in addition to the amount heretofore appropriated the sum of fifteen thousand dollars shall be, and the same is hereby, appropriated, out of any money in the Treas-

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ury not otherwise appropriated, for dredging the channel at the Indian River Inlet, the same to be expended under the direction of the Secretary of War.

Vol. 27, p. 101.
Ante, p. 630.
Vol. 28, p. 351.
Ante, p. 695.

* * * * *

Approved, March 2, 1895.

CHAP. 189.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, and for other purposes.

Mar. 2, 1895.
Vol. 28, p. 910.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, namely:

Sundry civil expenses appropriations.

* * * * *

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, eight hundred and fifty thousand dollars.

River and harbor improvements. Philadelphia, Pa.

For construction of movable dam numbered six, in the Ohio River, near Beaver River, in addition to the amount heretofore appropriated, the sum of one hundred and fifty thousand dollars.

Ohio River, dam.
Vol. 28, p. 355.
Ante, p. 701.

For improving harbor at Galveston, Texas: Continuing improvement, one million one hundred and sixty thousand dollars, one hundred thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Galveston, Tex.

For improving Hudson River, New York: Continuing improvement, five hundred thousand dollars.

Hudson River, N. Y.

For improving Great Kanawha River, West Virginia: Completing improvement, five hundred and eighty thousand seven hundred dollars.

Kanawha River, W. Va.

That the Secretary of War be, and he is hereby, authorized, in his distribution [*sic*], to apply so much of the funds now applicable to the care, preservation, and maintenance of the public works of the United States, as may be necessary, not exceeding two thousand five hundred dollars, to rebuild or repair the protection wall now standing upon the ground owned by the United States at Zanesville, Ohio, on the Muskingum River, and which is a part of the public works of said river, more particularly described as follows: Being stone wall on the west bank of the river, constructed by the State of Ohio as part of the public works of Ohio, and being that part of the wall about one hundred feet north of the Main Street bridge.

Muskingum River, Ohio.

Repair of wall, Zanesville.

For improving Mississippi River from the mouth of the Ohio River to the landing on the west bank below the Washington avenue bridge, Minneapolis, Minnesota:

Mississippi River, mouth of Ohio to Minneapolis.

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Continuing improvement from the mouth of the Ohio River to the mouth of the Missouri River, seven hundred and fifty-eight thousand three hundred and thirty-three dollars and thirty-three cents: *Provided*, That in the discretion of the Secretary of War, not exceeding one hundred and fifty thousand dollars of this appropriation may be expended in using movable jetties or steel caissons in removing bars and improving the low-water channel of said river; Continuing improvement from the mouth of Missouri River to Minneapolis, eight hundred and sixty-six thousand six hundred and sixty-six dollars and sixty-seven cents: *Provided*, That eighty-five thousand five hundred dollars thereof, or as much as may be necessary, shall be expended, under the direction of the Secretary of War, with a view to improving the navigation from the city of Warsaw to the city of Quincy, by preventing the water from overflowing the natural and artificial banks along the east bank of that part of said river, and deepening the channel, in accordance with the survey reported on December thirteenth, eighteen hundred and ninety-four, and the accompanying estimates; and also eighty-five thousand dollars thereof shall be expended to commence the work, under the direction of the Secretary of War, from the mouth of Flint Creek, in Des Moines County, State of Iowa, and running along the west bank of the river to the mouth of the Iowa River, with a view to improving the navigation by preventing the water from overflowing the natural and artificial banks along that part of the river, and deepening the channel, in accordance with the survey reported on January third, eighteen hundred and ninety-five, and the accompanying estimates; and so much thereof as may be necessary, not to exceed one thousand dollars, may, in the discretion of the Secretary of War, be expended in the improvement of the channel to the harbor of Bay City, Wisconsin, at the head of Lake Pepin; in all, one million six hundred and twenty-five thousand dollars.

Provisos. Movable jetties.

Warsaw to Quincy.

Iowa bank.

Bay City, Wis.

St. Marys Falls, Mich.

For improving Saint Marys River at the Falls, Michigan: Completing improvement, four hundred and eighty-three thousand eight hundred and sixty-five dollars.

Great Lakes.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, five hundred thousand dollars.

Point Judith, harbor of refuge.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, three hundred thousand dollars.

Charleston, S. C.

For improving harbor at Charleston, South Carolina: Completing improvement, five hundred thousand dollars.

Savannah, Ga.

For improving harbor at Savannah, Georgia: Completing improvement, eight hundred and fifty-six thousand two hundred and fifty dollars.

Mobile, Ala.

For improving harbor at Mobile, Alabama: Completing improvement, two hundred and ninety-one thousand three hundred dollars.

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For improving harbor and bay at Humboldt, California: Continuing improvement, two hundred and twenty-five thousand dollars. Humboldt, Cal.

Under Mississippi River Commission: For improving Mississippi River from Head of the Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission, two million six hundred and sixty-five thousand dollars. Mississippi River Commission. Mississippi River.

Under Missouri River Commission: For improving Missouri River from its mouth to Sioux City, Iowa, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, surveys, permanent bench marks and gauges, seven hundred and fifty thousand dollars: *Provided*, That forty thousand dollars thereof shall be expended, under the direction of the Secretary of War, for the extension of the improvements for the protection of the banks of the Missouri River in front of Sioux City and on the Iowa side of the river. Missouri River Commission. Missouri River. *Proviso.* Sioux City, Iowa.

That the Secretary of War be, and he is hereby, authorized and directed to expend, from the appropriation of twenty-five thousand dollars "For dredging Salmon Bay, and improvement of the waterway connecting the waters of Puget Sound, at Salmon Bay, with lakes Union and Washington, by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith," made by the "Act [a] making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," received by the President August seventh, eighteen hundred and ninety-four, the sum of five thousand dollars in making a definite survey and location of said improvement, and in preparing a cadastral map, showing each piece of property required to be deeded to the United States or from which a release is required, with its metes and bounds. Ship canal, Puget Sound to lakes Union and Washington. Vol. 28, p. 360. *Ante*, p. 708.

That the President of the United States is hereby authorized to appoint a board, to consist of three officers of the Engineer Corps, who shall make an examination of the bar of the Yaquina Bay, in Oregon, with a view to a project for deeper water, and shall report the result of such investigation, with estimate of cost, to the next regular session of Congress: *Provided*, That the cost of said investigation, and also surveys and expenses of said board, shall be defrayed from the balance of money available of the appropriation made for improving the harbor at Yaquina Bay, in Oregon, by Act of Congress of August seventh [eighteenth], eighteen hundred and ninety-four. Yaquina Bay, Oreg., examination of bar. Vol. 28, p. 346. *Ante*, p. 688. *Proviso.* Balance.

That the Secretary of War, in his discretion, is hereby directed to use and expend in dredging and deepening Sabine River Tex. Dredging the bar.

[a] Of August 18, 1894.

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the channel of the Sabine River in Texas, at and across the bar at the mouth of said river in Sabine Lake, a sum not exceeding four thousand dollars, to be taken from an appropriation made at the second session of the Fifty-third Congress of the United States, amounting to two hundred and seventy-five thousand dollars, for "Improving harbor at Sabine Pass, Texas: Continuing improvement," by the Act [a] entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes."

Vol. 28, p. 343.
Ante, p. 684.

Woods Hole, Mass.
Harbor of refuge.

HARBOR OF REFUGE AT WOODS HOLL, MASSACHUSETTS: For repair of the stone pier or breakwater constituting a harbor of refuge at Woods Holl, damaged by the storm of January twenty-sixth, eighteen hundred and ninety-five, and for repairing, so far as may be necessary the wooden wharf upon said breakwater, five thousand dollars.

Oswego, N. Y.
Vol. 28, p. 340.
Ante, p. 681.

That the Secretary of War in his discretion is hereby authorized and directed, to expend, from the appropriation of thirty-seven thousand dollars for the improvement of the harbor at Oswego, New York, made by the river and harbor appropriation Act [a] passed at the second session of the Fifty-third Congress, not to exceed eight hundred dollars for the purpose of making a survey, examination, and preparation of the project for the construction of an east breakwater or jetty at the mouth of the Oswego River, for the protection of the harbor and to render entrance to it easy and safe.

Breakwater.

Dunkirk, N. Y.
Vol. 28, p. 340.
Ante, p. 680.

That the Secretary of War, in his discretion, be, and he hereby is, authorized to use a sum not exceeding eight hundred dollars of the appropriations for the improvement of the harbor at Dunkirk, New York, carried in the last river and harbor Act [a], for a survey of said harbor, in accordance with the recommendations of the Secretary of War.

Survey.

* * * * *

The foregoing appropriations for work on rivers and harbors shall be immediately available.

* * * * *

U. S. Deep Waterways Commission to report on feasibility of deep-water channel. Great Lakes to the Atlantic.
Vols. 30, pp. 50, 636, 1109; 31, p. 12.
Post, pp. 816, 833, 843, 904.

The President of the United States is authorized to appoint, immediately after the passage of this Act, three persons, who shall have power to meet and confer with any similar committee which may be appointed by the Government of Great Britain or of the Dominion of Canada, and who shall make inquiry and report [b] whether it is feasible to build such canals as shall enable vessels engaged in ocean commerce to pass to and fro between the Great Lakes and the Atlantic Ocean, with an adequate and controllable supply of water for continual use; where such canals can be most conveniently located, the

[a] Of August 18, 1894.

[b] The report of the Commission is printed as House Doc. No. 192, Fifty-fourth Congress, second session.

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probable cost of the same, with estimates in detail; and if any part of the same should be built in the territory of Canada, what regulations or treaty arrangements will be necessary between the United States and Great Britain to preserve the free use of such canal to the people of this country at all times; and all necessary facts and considerations relating to the construction and future use of deep-water channels between the Great Lakes and the Atlantic Ocean. The persons so appointed shall serve without compensation in any form, but they shall be paid their actual traveling and other necessary expenses, not exceeding in all ten thousand dollars, for which purpose the said sum of ten thousand dollars, or so much thereof as may be necessary, is hereby appropriated.

Expenses.

The President may, in his discretion, detail as one of such persons an officer of the Army or Navy.

Detail.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City:

New York Harbor.

For pay of inspectors and deputy inspectors, office force, and expenses of office, fifteen thousand dollars;

Inspectors, etc.

For pay of crew and maintenance of steamer Argus, eight thousand dollars;

Vessels.

For pay of crew and maintenance of steamer Nimrod, ten thousand dollars;

For pay of crew and maintenance of one steam tug heretofore authorized by law, twelve thousand dollars, to be immediately available;

For purchase or construction of one steam tug, forty-five thousand dollars, or so much thereof as may be necessary, to be immediately available;

New tug. Vol. 29, p. 21. *Post*, p. 736.

In all, ninety thousand dollars.

* * * * *

Approved, March 2, 1895.

[No. 26.] Joint Resolution To extend the time for taking testimony in relation to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania.

Mar. 2, 1895. Vol. 28, p. 973.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for taking testimony as to the value of the improvements of the Monongahela Navigation Company on the Monongahela River in Pennsylvania and the commercial importance of the free navigation of said river, directed to be taken by the Secretary of War under the River and Harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four, be, and the same is hereby, extended to the thirtieth day of September, eighteen hundred and ninety-five, and the Secretary of War shall report to Congress thereon at its next regu-

Monongahela River, Pa., time for report on value of dams, etc., extended. Vols. 25, p. 411; 26, p. 438; 28, p. 348; 29, pp. 217, 218. *Ante*, pp. 497, 560, 691; *post*, p. 766.

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lar session in December next, to the end that Congress may determine as to the expediency of making the navigation of said river free from tolls [a]: *Provided*, That the expense of taking such testimony shall be paid for out of the appropriation for the improvement of the Monongahela River, contained in the act aforesaid.

Proviso. Expenses.

Approved, March 2, 1895.

Jan. 21, 1896. Vol. 29, p. 3.

CHAP. 6.—An Act For improving Aransas Pass.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time within which the Aransas Pass Harbor Company was required, by an Act entitled "An Act to amend an Act of Congress, approved May twelfth, eighteen hundred and ninety, granting to the Aransas Pass Harbor Company the right to improve Aransas Pass," to obtain the navigable depth of twenty feet over the outer bar therein mentioned is hereby extended until January twenty-second, eighteen hundred and ninety-nine.

Aransas Pass Harbor. Time for completing work extended. Vol. 26. p. 106. *Ante*, p. 543. Vol. 28, p. 26. *Ante*, p. 671.

Approved, January 21, 1896.

Feb. 26, 1896. Vol 29, pp. 17, 21.

CHAP. 33.—An Act Making appropriations to supply urgent deficiencies in the appropriations for the fiscal year ending June thirtieth, eighteen hundred and ninety-six, and for prior years, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to supply deficiencies in the appropriations for the fiscal year eighteen hundred and ninety-six, and for other objects hereinafter stated, namely:

Urgent deficiencies appropriations.

* * * * *

New York Harbor. Crew of new tug. Vol. 28, p. 951. *Ante*, p. 735.

HARBOR OF NEW YORK: Not exceeding six thousand dollars of the unexpended balance of the sum of forty-five thousand dollars appropriated in the sundry civil appropriation Act approved March second, eighteen hundred and ninety-five, for the purchase or construction of a steam tug for service in the prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City, may be used for the pay of crew and maintenance of said steam tug during the fiscal year eighteen hundred and ninety-six.

* * * * *

---

[a] All of the property of the company on this river was acquired by the United States in July, 1897, pursuant to the provisions of the river and harbor act of June 3, 1896, with funds appropriated by that act, the total cost of acquisition (including $5,301.36 expended toward the acquisition of Lock and Dam No. 7 under the act of August 11, 1888) being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

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ENGINEER DEPARTMENT: For continuing improvement of harbor at Galveston, Texas, three hundred thousand dollars.

Engineer Department, Galveston, Tex.

To open Jupiter Inlet, in Florida, for the passage of boats and small vessels, to be expended under the direction of the Chief of Engineers, five hundred dollars.

Jupiter Inlet, Fla.

* * * * *

Approved, February 26, 1896.

[No. 18.] Joint Resolution Providing for certain surveys in the State of Florida.

Feb. 26, 1896. Vol. 29, p. 464.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of one thousand five hundred dollars be and the same hereby is appropriated out of any money in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of War, for a survey and plans for the improvement of the entrance to Biscayne Bay, Florida, as recommended by the Chief of Engineers in his letter of February 26th, 1895; and for a survey and plans for the construction of a breakwater at Palm Beach, Florida; and the Secretary of War is directed to report the result of such surveys, together with plans and estimates for contemplated improvements, to Congress at the earliest practicable moment.

Biscayne Bay and Palmbeach, Fla.

Appropriation for survey, etc.

Approved, February 26, 1896.

[No. 20.] Joint Resolution Calling upon the Secretary of War for certain information in relation to the harbor at Manitowoc, in the State of Wisconsin.

Mar. 2, 1896. Vol. 29, p. 465.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, requested to furnish the House with such information as he may have in his possession as to (first) the plans of the proposed project for the establishment of a channel of the depth of from twenty to twenty-one feet in the harbor of the city of Manitowoc, in the State of Wisconsin; (second) the approximate cost of such project; and (third) whether the same could not be advantageously adopted as a needed addition to or extension of the existing Government improvements at that harbor.

Manitowoc, Wis.

Plans for improving harbor to be furnished the House.

Approved, March 2, 1896.

[No. 22.] Joint Resolution Directing the Secretary of War to submit estimates for work upon Newtown Creek, New York.

Mar. 11, 1896. Vol. 29, p. 465.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, author-

Newtown Creek, N. Y.

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Estimates for improving to be submitted.

ized and directed to submit estimates for work upon Newtown Creek, New York, with a view to secure a depth of eighteen feet and a width of one hundred and twenty-five feet at low water from its mouth to the head of navigation, in accordance with the plans heretofore submitted.

Approved, March 11, 1896.

Mar. 13, 1896. Vol. 29, p. 467.

[No. 26.] Joint Resolution Directing the Secretary of War to submit a plan and estimate for the further improvement of Conneaut Harbor, in the State of Ohio.

Conneaut, Ohio. Plan for improving harbor to be submitted.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, directed to submit a plan and estimate for the further improvement of Conneaut Harbor, in the State of Ohio, and to transmit the same to Congress at as early a date as practicable.

Approved, March 13, 1896.

Mar. 16, 1896. Vol. 29, p. 467.

[No. 29.] Joint Resolution Authorizing the National Dredging Company to proceed with the work of dredging the channel of Mobile Harbor, under the direction of the Secretary of War.

Mobile, Ala. Dredging of harbor to continue under present contract. Vol. 29, p. 442. *Post*, p. 804.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the National Dredging Company, the contractor under the continuing contract for the improvement of the harbor at Mobile, Alabama, proceed with the work of dredging, under the direction of the Secretary of War, until the channel under improvement shall be completed to a width of two hundred and eighty feet and a depth of twenty-three feet for its full width of two hundred and eighty feet, payment therefor to be made at the rate specified in said contract, seven and seven-tenths cents per cubic yard, out of appropriations as they shall hereafter from time to time be made: *Provided*, That the payments upon said contracts shall be held to be due only after appropriation shall have been made therefor, and shall not exceed in the aggregate the sum limited for said work in the appropriation bill of July thirteenth, eighteen hundred and ninety-two, authorizing a continuing contract for said work.

Proviso. Payments. Limit. Vol. 27, p. 92. *Ante*, p. 617.

Approved, March 16, 1896.

Mar. 20, 1896. Vol. 29, p. 469.

[No. 33.] Joint Resolution Directing the Secretary of War to make a survey and submit an estimate for a breakwater in Marquette Bay.

Marquette Bay, Mich.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to report to Congress, as soon as possi-

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ble, a survey of a proposed breakwater, not less than five hundred nor more than one thousand feet in length, extending into Marquette Harbor, or Bay, in Lake Superior, from the southeast corner, or headland, of Presque Isle, together with an estimate of the cost of such breakwater.

Survey for breakwater directed.

Approved, March 20, 1896.

[No. 34.] Joint Resolution Directing the Secretary of War to submit estimates for necessary repairs at Cleveland Harbor.

Mar. 23, 1896. Vol. 29, p. 469.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized and directed to report to Congress, as soon as possible, what repairs are necessary to be made to the piers and breakwater in the harbor at Cleveland, in the State of Ohio, to preserve the same, and what would be the cost of making such necessary repairs; and also to report what changes, if any, should be made in the location of said piers, and what would be the cost of the same.

Cleveland, Ohio. Estimate for repairs to piers, etc., directed.

Approved, March 23, 1896.

[No. 35.] Joint Resolution Directing the Secretary of War to furnish an estimate for deepening the channel from Hampton Roads to the navy-yard at Norfolk, Virginia, and also for improving the western branch of the Elizabeth River.

Mar. 24, 1896. Vol. 29, p. 469.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, requested to furnish estimates as early as possible of the cost of broadening and deepening a channel to a width of one hundred and fifty yards and to a depth of twenty-eight feet from Hampton Roads to the United States navy-yard, Norfolk, Virginia, and also of improving the western branch of Elizabeth River and making the channel two hundred feet wide and twenty feet deep for a distance of about one mile, as indicated by the report of General Thomas L. Casey, Chief of Engineers, in Appendix J fifteen of the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, pages thirteen hundred to thirteen hundred and two.

Norfolk, Va. Estimates for deepening channel Hampton Roads and improving Western Branch of Elizabeth River to be submitted.

Approved, March 24, 1896.

[No. 36.] Joint Resolution Directing the Secretary of War to submit plans and estimates for the improvement of Fairport Harbor.

Mar. 24, 1896. Vol. 29, p. 469.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby author-

Fairport, Ohio.

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Survey, etc., of harbor directed.

ized and directed to report to Congress a re-survey of the Port of Fairport in the County of Lake and State of Ohio, with an estimate of the cost of such improvements as may be recommended by the Engineers in charge.

Approved, March 24, 1896.

Apr. 6, 1896. Vol. 29, p. 470.

[No. 40.] Joint Resolution Authorizing the immediate use of a portion of the unexpended balance of appropriations heretofore made for construction of canal and locks at the Cascades of the Columbia River in construction of protecting walls necessary to the opening of said canal and locks to navigation.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and is hereby, authorized and directed to expend so much as may be necessary of the unexpended balance of appropriations heretofore made by Congress for construction of the canal and locks at the Cascades of the Columbia River, not to exceed the sum of twenty thousand dollars, in constructing on the land and river sides of the canal, between the upper lock gate masonry and the upper guard gate masonry, such portions of the walls proposed in the modified project presented by the Board of Engineers in its report of October eighteenth, eighteen hundred and ninety-four (which report was printed in the Annual Report of the Chief of Engineers for the year eighteen hundred and ninety-five, part five, pages thirty-five hundred and seventy-six and following), as may be necessary to construct in advance of the opening of the canal to commerce: *Provided*, That the contractor or contractors for completing the construction of the said canal in accordance with the present adopted project shall consent to such use of a portion of the appropriations aforesaid, and shall make no claim of any kind against the United States on account thereof.

Cascades of Columbia River.

Use of appropriation for protecting walls authorized.

Vol. 27, pp. 109, 603.

Ante, pp. 640, 668.

Proviso. Consent of contractor.

Approved, April 6, 1896.

Apr. 6, 1896. Vol. 29, p. 470.

[No. 41.] Joint Resolution Directing the Secretary of War to submit estimates of cost of further improvement of Providence River and Narragansett Bay, Rhode Island.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby directed to prepare and submit estimates for the improvement of Providence River and Narragansett Bay, Rhode Island, with a view of securing a ship channel four hundred feet in width and of a depth of twenty-five feet at mean low water from Sassafras Point, in Providence Harbor, through Providence River and Narragansett Bay by the most direct route practicable to the ocean by way of the "western passage," so called.

Providence River and Narragansett Bay, R. I.

Estimates for improvement to be submitted.

Approved, April 6, 1896.

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[No. 43.] Joint Resolution To authorize the Secretary of War to prepare and submit estimates for the improvement of the harbor at Portland, Maine.

Apr. 10, 1896. Vol. 29, p. 471.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby directed to prepare and submit estimates for the improvement of the harbor at Portland, Maine, with a view of securing a depth of thirty feet at mean low water.

Portland, Me. Estimates for improving harbor directed.

Approved, April 10, 1896.

[No. 44.] Joint Resolution Directing the Secretary of War to transmit to Congress a report on survey of the waterway connecting the waters of Puget Sound, at Salmon Bay, with Lakes Union and Washington, and to submit an estimate of the cost of constructing said waterway.

Apr. 18, 1896. Vol. 29, p. 471.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, directed to transmit to Congress the report of Captain Thomas W. Symons, Corps of Engineers, dated August twenty-ninth, eighteen hundred and ninety-five, together with the accompanying report of the assistant engineer, upon the survey of the waterway connecting the waters of Puget Sound, at Salmon Bay, with Lakes Union and Washington; also to submit an estimate of the cost of constructing the said waterway on the route described and laid down in the aforesaid report.

Puget Sound to lakes Union and Washington. Estimates, etc., of waterway to be submitted.

Approved, April 18, 1896.

[No. 45.] Joint Resolution Directing the Secretary of War to submit a plan and estimate for the improvement of the Nebraska side of the Missouri River, opposite Sioux City, Iowa.

Apr. 18, 1896. Vol. 29, p. 471.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby directed to cause to be prepared and submit a plan and estimate for the improvement of the Nebraska side of the Missouri River, opposite Sioux City, Iowa, in accordance with the report of Captain H. F. Hodges, Corps of Engineers, dated November sixteenth, eighteen hundred and ninety-four, and printed in House Executive Document Numbered Forty-eight, Fifty-third Congress, third session.

Missouri River. Estimate for improving opposite Sioux City, Iowa, to be submitted.

Approved, April 18, 1896.

[No. 48.] Joint Resolution Relative to the improvement of the harbor of Erie, Pennsylvania.

Apr. 24, 1896. Vol. 29, p. 472.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, directed

Erie, Pa.

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Report on improving harbor to be submitted.

to examine into the feasibility and advisability of the improvement of the harbor of Erie, Pennsylvania, by the construction of dikes to prevent the closing by sand of the entrance of said harbor and to make report thereon with an estimate of the cost of such improvement.

Approved, April 24, 1896.

May 1, 1896. Vol. 29, p. 720.

CHAP. 148.—An Act To execute the findings of the Court of Claims in the matter of the claim of John J. Shipman against the United States.

John J. Shipman, payment to.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to John J. Shipman, out of any moneys in the Treasury not otherwise appropriated, the sum of seventeen thousand eight hundred and eleven dollars and ninety-six cents, the same being the amount found by the Court of Claims to be due to the said John J. Shipman from the United States for stone furnished and delivered by the said Shipman to the United States and used by it in the construction of a lock on the Big Sandy River near Louisa, Kentucky, the said findings of the Court of Claims having been made in a proceeding and trial in said court authorized by resolution of the Senate of the sixteenth day of January, anno Domini eighteen hundred and eighty-nine, transmitting said claim to the Court of Claims under the provisions of an Act approved the third day of March, anno Domini eighteen hundred and eighty-three (twenty-second volume United States Statutes, four hundred and eighty-five), and an Act approved the third day of March, anno Domini eighteen hundred and eighty-seven (Twenty-fourth Statutes, page five hundred and five), to be instituted in said court against the United States.

Vol. 22, p. 485.

Vol. 24, p. 505.

Approved, May 1, 1896.

May 11, 1896. Vol. 29, p. 722.

CHAP. 170.—An Act For the relief of J. J. Lints.

J. J. Lints, payment to.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed, out of any money in the Treasury not otherwise appropriated, to pay to J. J. Lints, of Syracuse, New York, the sum of one thousand two hundred and eighty-nine dollars and thirty-three cents, in full for his services as custodian of the public property at Erie, Pennsylvania, from the eighth day of April, eighteen hundred and fifty-seven, to the tenth day of September, eighteen hundred and fifty-nine, inclusive.

Approved, May 11, 1896.

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CHAP. 208.—An Act To establish certain harbor regulations for the District of Columbia.

May 19, 1896.
Vol. 29, p. 126.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be unlawful for any owner or occupant of any wharf or dock, any master or captain of any vessel, or any person or persons to cast, throw, drop, or deposit any ballast, dirt, oyster shells, or ashes in the water in any part of the Potomac River or its tributaries in the District of Columbia, or on the shores of said river below high-water mark, unless for the purpose of making a wharf, after permission has been obtained from the Commissioners of the District of Columbia for that purpose, which wharf shall be sufficiently inclosed and secured so as to prevent injury to navigation.

District of Columbia.
Harbor regulations.
Deposit of ballast, etc., in navigable waters forbidden.

SEC. 2. That it shall be unlawful for any owner or occupant of any wharf or dock, any captain or master of any vessel, or any other person or persons to cast, throw, deposit, or drop in any dock or in the waters of the Potomac River or its tributaries in the District of Columbia any dead fish, fish offal, dead animals of any kind, condemned oysters in the shell, watermelons, cantaloupes, vegetables, fruits, shavings, hay, straw, ice, snow, filth, or trash of any kind whatsover.

Deposit of offal forbidden.

SEC. 3. That any person or persons violating any of the provisions of this Act shall be deemed guilty of a misdemeanor, and on conviction thereof in the police court of the District of Columbia shall be punished by a fine not exceeding one hundred dollars or by imprisonment not exceeding six months, or by both such punishments, in the discretion of the court.

Penalty.

SEC. 4. That nothing in this Act contained shall be construed to interfere with the work of improvement in or along the said river and harbor, under the supervision of the United States Government.

Improvement not affected.

SEC. 5. That all acts or parts of acts inconsistent herewith are hereby repealed.

Repeal.

Approved, May 19, 1896.

CHAP. 314.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

June 3, 1896.
Vol. 29, p. 202.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Appropriations for rivers and harbors.

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Camden, Me.

Improving harbor at Camden, Maine: Continuing improvement, ten thousand dollars.

Rockland, Me.

Improving harbor at Rockland, Maine: Continuing improvement, including project recommended by Chief of Engineers under date of December fourteenth, eighteen hundred and ninety-five, twenty-five thousand five hundred dollars, of which one thousand five hundred dollars may be expended for the removal of an old hulk sunk in the harbor: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of said projects for the improvement of said harbor, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and sixty thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated.

Proviso. Contracts.

Limit.

Moosabec bar, Me.

Improving Mooseabec Bar, Maine: Continuing improvement, twelve thousand dollars.

Portland, Me.

Improving Portland Harbor, Maine, according to the report of the Chief of Engineers dated April seventeenth, eighteen hundred and ninety-six, and continuing improvement of Back Cove, according to existing project, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of such projects, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and ten thousand dollars, exclusive of the amount herein appropriated.

Back Cove.

Proviso. Contracts.

Limit.

Belfast, Me.

Improving harbor at Belfast, Maine: Continuing improvement, eight thousand dollars.

Mount Desert to Porcupine Island, Me., breakwater.

For construction of breakwater from Mount Desert to Porcupine Island, Maine: Continuing improvement, ten thousand dollars.

Sullivan Falls, Me.

Improving harbor at Sullivan Falls, Maine, in accordance with approved project, five thousand dollars.

Vinalhaven, Me.

Improving Carvers Harbor, at Vinal Haven, Maine, in accordance with plans submitted February sixth, eighteen hundred and ninety-five, ten thousand dollars.

Little Harbor, N. H.

Improving harbor of refuge at Little Harbor, New Hampshire: Continuing improvement, ten thousand dollars.

Burlington, Vt.

Improving harbor at Burlington, Vermont: Continuing improvement, ten thousand dollars.

Boston, Mass.

Improving harbor at Boston, Massachusetts: Continuing improvement, seventy thousand dollars: *Provided*, That this sum may, in the discretion of the Secretary of War, be used in the preservation and improvement of said harbor, including the project for improving the main ship channel, and that seven thousand dollars of this sum may, in the discretion of the Secretary of War, be used in improving Chelsea Creek, and so much thereof as the Secretary of War in his discretion shall direct to be expended for the protection of Great Head, Winthrop, to

Provisos. Distribution.

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prevent the further washing away by the action of the sea: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out the revised project of August eleventh, eighteen hundred and ninety-two, such contracts to provide that said ship channel shall be widened to a minimum width of one thousand feet, and a minimum depth of twenty-seven feet, to be paid for as appropriations may from time to time be made by law, in the aggregate not to exceed one million one hundred and forty-five thousand dollars, exclusive of amount herein and heretofore appropriated.

Contracts.

Limit.

Improving harbor at Lynn, Massachusetts: Continuing improvement, twenty thousand dollars.

Lynn, Mass.

Improving harbor of refuge at Nantucket, Massachusetts: Continuing improvement, twenty thousand dollars.

Nantucket, Mass.

Improving harbor at Plymouth, Massachusetts: Completing improvement, one thousand five hundred dollars.

Plymouth, Mass.

Improving harbor at Provincetown, Massachusetts: Completing improvement, one thousand five hundred dollars.

Provincetown, Mass.

Improving harbor at Newburyport, Massachusetts: Continuing improvement, sixteen thousand dollars.

Newburyport, Mass.

Improving harbor at Scituate, Massachusetts: Continuing improvement, six thousand dollars.

Scituate, Mass.

Improving Stage Harbor at Chatham, Massachusetts: Completing improvement, five thousand dollars.

Chatham, Mass.

Improving harbor at Hyannis, Massachusetts: Continuing improvement, six thousand dollars, of which sum two thousand five hundred dollars shall be expended for dredging.

Hyannis, Mass.

Improving harbor at Vineyard Haven, Massachusetts: Continuing improvement, seven thousand dollars.

Vineyard Haven, Mass.

Improving harbor of refuge at Sandy Bay, Cape Ann, Massachusetts: Continuing improvement, one hundred and fifty thousand dollars.

Sandy Bay, Cape Ann, Mass.

Improving harbor at Gloucester, Massachusetts: Continuing improvement, thirty-four thousand dollars: *Provided*, That of this appropriation a sum not exceeding two thousand dollars may, in the discretion of the Secretary of War, be expended in removing from Gloucester Harbor a pinnacle rock in the outer harbor, a rock called "Elisha's Rock" in the inner harbor, and a rock near the ferry landing at Rocks Neck in the inner harbor.

Gloucester, Mass.

Proviso.

Removing rocks.

Improving Woods Hole Channel, Massachusetts, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, twenty thousand dollars.

Woods Hole, Mass.

Manchester Harbor, Massachusetts: The Secretary of War is directed, out of the appropriation on hand, to cause a survey and estimate of cost of improvement to be made with a view of straightening the channel between the mouth of Manchester Harbor and Proctors Point, re-

Manchester, Mass.

Survey, etc., directed.

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moving obstructions at the mouth of the channel and at the point of rocks, dredging the channel for its entire length between its mouth and the town wharf to a width of from two hundred feet narrowing to one hundred and fifty feet and a depth of eight feet, and providing turning basins and anchorage for boats by the dredging of the flats for that purpose.

New Bedford, Mass.

Improving New Bedford Harbor, Massachusetts: Continuing improvement, with a view of securing an increased area for anchorage in the upper harbor, in accordance with reports submitted November twenty-ninth, eighteen hundred and ninety-five, ten thousand dollars.

Great Salt Pond, Block Island, R. I.

Improving harbor, Great Salt Pond, Block Island, Rhode Island, in accordance with the report of November twenty-ninth, eighteen hundred and ninety-five, forty thousand dollars.

Newport, R. I.

Improving harbor at Newport, Rhode Island: Continuing improvement, fifteen thousand dollars.

Wickford, R. I.

Improving harbor at Wickford, Rhode Island, in accordance with projects submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, six thousand three hundred dollars.

Block Island, R. I.

Improving harbor at Block Island, Rhode Island, five thousand dollars, in accordance with the approved modified project of December fourteenth, eighteen hundred and ninety-five.

Bridgeport, Conn.

Vol. 30, p. 630.

Post, p. 828.

Improving harbor at Bridgeport, Connecticut: Continuing improvement, in accordance with the modified project, twenty-eight thousand dollars, ten thousand dollars of which shall be expended upon Yellow Mill Pond for constructing a channel twelve feet deep and two hundred feet wide from the main channel to the causeway, conditioned upon the construction by the city of Bridgeport of a drawbridge at the causeway upon plans approved by the Secretary of War.

Drawbridge.

New Haven, Conn., breakwaters.

Constructing breakwaters at New Haven, Connecticut: Continuing construction, one hundred thousand dollars.

New Haven, Conn.

Resurvey.

Improving harbor at New Haven, Connecticut: Continuing improvement, ten thousand dollars, and the Secretary of War is directed to make a resurvey and submit plans and estimates for the improvement thereof.

Stonington, Conn.

For continuing improvements at Stonington Harbor, Connecticut, five thousand dollars, this sum to be applied for the completion of a dike or water break around Stonington Point.

Fivemile River, Conn.

Improving harbor at Five Mile River, Connecticut: Continuing improvement, two thousand five hundred dollars.

Duck Island, Conn.

Improving harbor at Duck Island, on Long Island Sound, Connecticut: Continuing improvement, twenty-four thousand dollars.

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Improving harbor at Stamford, Connecticut: Continuing improvement, ten thousand dollars. Stamford, Conn.

Improving harbor at Coscob and Miamus River, Connecticut: Continuing improvement in accordance with the modified project, eight thousand dollars. Coscob and Mianus River, Conn.

Improving harbor at Norwalk, Connecticut, in accordance with the modified project, ten thousand dollars. Norwalk, Conn.

Improving harbor at Westport, Connecticut, in accordance with project submitted November twenty-ninth, eighteen hundred and ninety-five, three thousand dollars. Westport, Conn.

Improving Greenwich Harbor, Connecticut, according to the plan submitted by the Chief of Engineers in House Executive Document Numbered Twenty-five, Fifty-third Congress, third session, six thousand dollars. Greenwich, Conn.

Improving harbor at Buffalo, New York: Improvement by extending the breakwater southerly to Stony Point: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry out such extension and the plan of such improvement as modified in the report of the Chief of Engineers for the improvement of that harbor for eighteen hundred and ninety-five, such contracts to provide that the sand-catch pier be extended to the bulkhead line, at a cost not exceeding thirty-five thousand dollars, and that the northerly section of said extension to Stony Point and the sand-catch pier extension shall first be constructed, to be paid for as appropriations may from time to time be made by law, in the aggregate not to exceed two million two hundred thousand dollars: *And provided further*, That in making such contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended. Buffalo, N. Y. *Provisos.* Contracts. Limit.

Improving harbor at Canarsie Bay, New York: Continuing improvement, ten thousand dollars. Canarsie Bay, N. Y.

Improving harbor at Charlotte, New York: Continuing improvement, twelve thousand dollars. Charlotte, N. Y.

Improving harbor at Wilson, New York: For dredging and maintenance, five thousand dollars, to be immediately available. Wilson, N. Y.

Improving harbor at Dunkirk, New York: Continuing improvement, ten thousand dollars, in accordance with the modified project for its improvement: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the modified project for its improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and ninety-eight thousand two hundred and fifty eight dollars, exclusive of amount herein and heretofore appropriated. Dunkirk, N. Y. *Proviso.* Contracts. Limit.

Improving harbor at Flushing Bay, New York: Continuing improvement, four thousand dollars. Flushing Bay, N. Y.

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Glencove, N. Y.

Improving harbor at Glencove, New York: Continuing improvement, eight thousand dollars.

New York Harbor. Bay Ridge channel, etc.

Improving Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Buttermilk channels, in the harbor of New York, New York: Continuing improvement, two hundred thousand dollars: *Provided*, That the work shall be begun at the southerly end of Bay Ridge Channel and continue through it and the others in the order named, until each, as the work advances northerly, is completed in turn, so that each shall have a uniform mean low-water depth of twenty-six feet and width as recommended for each: *And provided further*, That out of said sum five thousand dollars shall be expended in dredging Gowanus Canal from Percival street to Hamilton Avenue Bridge: *And provided further*, That contracts may be entered into by the Secretary of War for the completion of the whole of said work, to be paid for as appropriations may be made from time to time by law, not exceeding in the aggregate six hundred and thirty-seven thousand three hundred dollars, exclusive of the amount herein and heretofore appropriated.

Provisos.

Plan.

Gowanus Canal.

Contracts.

Limit.

Brooklyn. Pier and bulkhead lines extended.

And in order to meet the demands of the greatly enlarged size of vessels, and of increasing commerce, it is hereby further provided that such piers as may be built between Seventeenth street, on the south shore of Gowanus Creek, and Fort Hamilton may be constructed so that so much thereof as shall be between the pier and bulkheads and pier along the property belonging to the hundred feet, and, whether of that width or of less width, may be filled with solid materials when an equal tidal prism or space to receive the inflow of the tides is provided in compensation therefor, behind the authorized bulkhead line and adjacent to said piers.

Permission to estate of J. P. Robinson.

For the purpose of strengthening and improving the bulkheads and pier along the property belonging to the estate of J. P. Robinson, which abuts on the channel known as Gowanus Creek channel, the said estate of J. P. Robinson, its heirs, their successors or assigns, are hereby authorized to construct and maintain the bulkhead distant thirty feet southerly from the present bulkhead line, beginning four hundred seventy feet from the southerly side of Bryant street and the easterly side of Court street, and said bulkhead shall then continue westerly parallel with the present bulkhead to a point distant forty-five feet from the present easterly line of the pier at present owned by the estate of J. P. Robinson, and extending thence southerly in a straight line distant forty-five feet from said pier line to the present bulkhead line continued, a distance of about three hundred and ninety-three feet.

Gowanus Creek channel.

Improving Gowanus Creek channel, New York, by deepening the same to twenty-six feet at mean low water, from the foot of Percival street to its junction with the Red Hook channel, twenty-five thousand dollars.

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Improving Newtown Creek. part of the harbor at New York: Continuing improvement in accordance with modified project submitted March twenty-fifth, eighteen hundred and ninety-six, thirty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the modified project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four hundred and twenty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Newtown Creek.

Proviso. Contracts.

Limit.

Improving harbor at Great Sodus Bay, New York: Continuing improvement, eight thousand dollars.

Great Sodus Bay, N. Y.

Improving harbor at Little Sodus Bay, New York: Continuing improvement, eight thousand dollars.

Little Sodus Bay, N. Y.

Improving harbor at Ogdensburg, New York: Continuing improvement, twenty thousand dollars.

Ogdensburg, N. Y.

Improving harbor at Oswego, New York: Continuing improvement, sixty thousand dollars, in accordance with the modified project for its improvement, and fifteen thousand dollars thereof may, in the discretion of the Secretary of War, be used for the repair of the breakwater.

Oswego, N. Y.

Improving harbor at Rondout, New York: For maintenance, two thousand five hundred dollars.

Rondout, N. Y.

Improving New York Harbor, New York: Continuing improvement, sixty thousand dollars.

New York, N. Y.

Improving harbor at Saugerties, New York: For completion, two thousand five hundred dollars.

Saugerties, N. Y.

Improving harbor at Port Chester, New York: Continuing improvement, five thousand dollars.

Port Chester, N. Y.

Improving Tonawanda Harbor and Niagara River to the north line of the village of North Tonawanda, New York: Continuing improvement, fifty thousand dollars.

Tonawanda, N. Y., and Niagara River.

Improving channel between Staten Island and the New Jersey shore, New York and New Jersey: Continuing improvement, thirteen thousand dollars, out of which sum five thousand dollars shall be used in dredging Lemon Creek, on Staten Island.

Staten Island and New Jersey channel.

Improving harbor at Huntington, New York: Continuing improvement, five thousand dollars.

Huntington, N. Y.

Improving harbor at Mamaroneck, New York: Continuing improvement, in accordance with report of Chief of Engineers, eighteen hundred and eighty-seven, ten thousand dollars.

Mamaroneck, N. Y.

Improving harbor at Port Jefferson Inlet, New York, seven thousand five hundred dollars.

Port Jefferson, N. Y.

Improving harbor at Pultneyville, New York: Continuing improvement, one thousand five hundred dollars.

Pultneyville, N. Y.

Improving harbor at Peekskill, New York, in accordance with report submitted December first, eighteen hundred and ninety-four, ten thousand dollars.

Peekskill, N. Y.

Improving harbor at Mattituck. New York, according to the project submitted in the Annual Report of the

Mattituck, N. Y.

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Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars.

Cape Vincent, N. Y.

Improving harbor at Cape Vincent, New York, according to the project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and eighty-nine, twenty-five thousand dollars.

Raritan Bay, N. J.

Improving harbor at Raritan Bay, New Jersey: Continuing improvement in accordance with modified project, seventy-five thousand dollars: *Provided*, That two-thirds of said amount shall be expended between South Amboy and Great Beds Light, in accordance with report in House Executive Document Numbered Two hundred and ninety-eight, Fifty-third Congress, third session.

Proviso. Distribution.

Keyport, N. J.

Improving Keyport Harbor, New Jersey: For maintenance, two thousand five hundred dollars.

Erie, Pa. Survey, etc.

Improving harbor at Erie, Pennsylvania: The Secretary of War is hereby directed to cause a survey to be made of the harbor at Erie, Pennsylvania, and the cost of improvement to be estimated, the expenses of the same to be paid from the unexpended balance of funds heretofore appropriated for the improvement of said harbor.

Delaware Breakwater.

Improving Delaware Breakwater, Delaware: Continuing improvement, eighty thousand dollars.

Harbor of refuge, Delaware Bay.

Constructing harbor of refuge, Delaware Bay, Delaware, in accordance with plans submitted by the Chief of Engineers, January twenty-ninth, eighteen hundred and ninety-two, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such material and work as may be necessary to complete said harbor of refuge, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate four million six hundred and sixty thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That in making such contracts, the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended.

Provisos. Contracts.

Limit.

Wilmington, Del.

Improving harbor at Wilmington, and Christiana River, Delaware: Continuing improvement, in accordance with the modified project, twenty thousand dollars: *Provided moreover*, That of which amount five thousand dollars may, in the discretion of the Secretary of War, be expended during the year eighteen hundred and ninety-six in improving the channel between Churchman's Bridge and Snalley's [Smalley's] Bridge on said river, of which sum one-half shall be expended below and the other half above the drawbridge at Christiana village: *And provided further*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project of improvement, not including estimate for flushing basin and extension of jetty, to be paid for as appropriations may from time to

Provisos. Distribution.

Contracts.

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time be made by law, not to exceed in the aggregate two hundred and twenty-five thousand eight hundred and forty-six dollars.

For maintenance and repairs of iron pier, Delaware Bay, near Lewes, Delaware, seven thousand six hundred and sixty dollars. Lewes, Del., iron pier.

Improving deep channel in Baltimore Harbor, Maryland, in accordance with the project submitted December first, eighteen hundred and ninety-four, four hundred thousand dollars: *Provided*, That this sum may be used in the discretion of the Secretary of War, under the direction of the Chief of Engineers, for deepening the present channel to a depth of thirty feet. Baltimore, Md. *Proviso.* Present channel.

Improving Rock Hall Harbor, Maryland: Completing improvement, in accordance with report submitted by General William P. Craighill, Corps of Engineers, January seventh, eighteen hundred and ninety-five, nine thousand six hundred dollars. Rockhall, Md.

Improving inner harbor at Rock Hall, Maryland, in accordance with report submitted by Chief of Engineers in House Executive Document Numbered Two hundred, third session, Fifty-third Congress, seven thousand dollars. Inner harbor.

Improving Queenstown Harbor, Maryland: Continuing improvement, five thousand dollars. Queenstown, Md.

Improving harbor of Southwest Baltimore (Spring Garden), Maryland, in accordance with report submitted March seventh, eighteen hundred and ninety-six, for constructing channel one hundred feet wide on the bottom, five thousand dollars. Southwest Baltimore, Md.

The proviso relating to the appropriation of ten thousand dollars for continuing the improvement of harbor at Cape Charles City, Virginia, and its approaches, as contained in the Act of July thirteenth, eighteen hundred and ninety-two, be, and the same is hereby, repealed. Cape Charles City, Va. Restriction removed. Vol. 27, p. 91.

Improving harbor at Norfolk and its approaches, Virginia: Continuing improvement, one hundred thousand dollars. *Ante*, p. 616. Norfolk, Va.

Improving harbor at Beaufort, North Carolina: Continuing improvement, five thousand dollars. Beaufort, N. C.

Improving harbor at Winyaw Bay, South Carolina: Continuing improvement, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million nine hundred and ninety-six thousand two hundred and fifty dollars, exclusive of the amount herein appropriated. Winyah Bay, S. C. *Proviso.* Contracts. Limit.

Harbor of Savannah, Georgia: Continuing improvement, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project of further improvement recommended by Cap- Savannah, Ga. *Proviso.* Contracts.

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tain O. M. Carter in his reports of December seventh, eighteen hundred and ninety-four, and July first, eighteen hundred and ninety-five, and to complete the project for the steamboat channel between Beaufort, South Carolina, and Savannah, Georgia, recommended by Captain O. M. Carter in his report of December fourth, eighteen hundred and ninety-five [a], and mentioned in that report as route two [b]; to be paid for as appropriations may from time to time be made by law, not to exceed the amount of one million dollars, exclusive of amount herein or heretofore appropriated.

Steamboat channel. Vol. 30, p. 1126. *Post*, p. 851.

Limit.

Brunswick, Ga.

Improving harbor at Brunswick, Georgia: For maintenance, fifteen thousand dollars, seven thousand of which may be expended in improving Academy Creek.

Outer bar. Payments to C. P. Goodyear. Vols. 27, pp. 280, 329; 28, p. 342; 30, p. 1125; 32, p. 338. *Ante*, pp. 652, 666, 682; *post*, pp. 850, 959.

Improving the outer bar of Brunswick, Georgia: C. P. Goodyear, the contractor with the Government of the United States to deepen the outer bar of Brunswick, Georgia, under the river and harbor Act of eighteen hundred and ninety-four, shall be paid [c] the sum of thirty thousand dollars for a twenty-three-foot depth when he shall receive a certificate that a twenty-four-foot depth has been obtained under said Act, together with the forty thousand dollars to which he will be entitled for such twenty-four-foot depth, out of moneys heretofore appropriated by said river and harbor Act of eighteen hundred and ninety-four. The survey provided for in said Act shall be made personally, under the supervision of the Secretary of War, by an experienced official of the Coast and Geodetic Survey, to be designated by the Secretary of War. And that when said C. P. Goodyear, his heirs and assigns, have procured a two-hundred-foot channel of a minimum depth of twenty-three feet at mean high tide, thirty thousand dollars shall be paid therefor; and when he has secured a channel two hundred feet wide, twenty-four feet deep at mean high tide, an additional forty thousand dollars shall be paid therefor; and that all of said deepening of said bar shall be completed within three years from the date of the passage of this Act: *Provided*, That no payments shall be made to said Goodyear or his legal representatives except upon a certificate of the Secretary of War, made after personal survey by an experienced officer of the Coast and Geodetic Survey selected by him for that purpose, that such depths and widths have severally been obtained by him

Survey, etc.

Proviso. Certificates.

[a] The report referred to bears the date January 22, 1895.

[b] The river and harbor act approved March 3, 1889, amends this item by permitting the construction of the channel by way of route numbered one instead of by route numbered two.

[c] The following amounts were paid to Mr. Goodyear pursuant to the provisions of the act approved July 27, 1892, and amendatory acts, viz: $30,000 (act of August 18, 1894), $100,000 (act of June 3, 1896), $90,000 (act approved March 3, 1899), and $45,000 (act approved June 13, 1902); total, $265,000.

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or them; and said officer shall make to Congress report in detail of the amount of work done, its cost and its value to the Government.

Improving Cumberland Sound, Georgia: Continuing improvements, five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such material and work as may be necessary to complete the present project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate two million three hundred and forty-five thousand dollars, exclusive of amount herein and heretofore appropriated.

Cumberland Sound, Ga. *Proviso.* Contracts.

Limit.

Improving harbor at Darien, Georgia: Continuing improvement, twenty thousand dollars, and the Secretary of War is hereby directed to report what is necessary to be done to deepen the bar known as Doboy Bar to twenty-four feet at mean high water, and whether the present obstruction can not be removed by means of dredging, and what the estimates of cost may be.

Darien, Ga.

Report on improving Doboy bar.

Improving harbor at Apalachicola Bay and River, Florida: Continuing improvement, twelve thousand dollars.

Apalachicola Bay and River, Fla.

Improving harbor at Pensacola, Florida: Continuing improvement, two hundred thousand dollars.

Pensacola, Fla.

Improving entrance to harbor at Key West, Florida: Continuing improvement, eighty thousand dollars.

Key West, Fla.

Improving Charlotte Harbor and Pease Creek, Florida: Continuing improvement, twenty thousand dollars.

Charlotte, Fla.

Improving Carrabelle Bar and Harbor, Florida, ten thousand dollars, which sum shall be used in making a ten-foot channel from the mouth of Carrabelle River to the channel in the bay.

Carrabelle bar, Fla.

Improving Mobile Harbor, Alabama: For maintenance of the channel by dredging, sixty thousand dollars, ten thousand dollars of which may, in the discretion of the Secretary of War, be used for engineering and contingent expenses connected with the superintendence and inspection of the work of dredging carried on under the provisions of the joint resolution of Congress approved March sixteenth, eighteen hundred and ninety-six.

Mobile, Ala.

Vol. 29, pp. 467, 468. *Ante*, p. 738.

Improving mouth and passes of Calcasieu River, Louisiana: Continuing improvement, eighty thousand dollars.

Calcasieu River, La.

Improving and maintaining ship channel in Galveston Bay, Texas: Continuing improvement according to the existing project, fifty thousand dollars.

Galveston Bay, Tex. Vol. 29, p. 509. *Post*, p. 806.

For dredging the bar at Galveston, Texas, fifty thousand dollars.

Galveston.

Improving channel in West Galveston Bay, Texas: Continuing improvement according to existing project, five thousand dollars.

West Galveston Bay, Tex.

For the purpose of ascertaining the character and value of the improvements made at the mouth of the

Brazos River, Tex.

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Report on improvements by Brazos River Channel and Dock Co.

Brazos River, Texas, by the Brazos River Channel and Dock Company, a board of engineers, one of whom shall be a civil engineer, to be appointed by the President, one a member of the Corps of Engineers of the United States Army, to be selected by the Secretary of War, and one a member of the Coast and Geodetic Survey, to be selected by the Superintendent of the Survey, shall personally make examination of the work done by said company for the purpose of deepening the channel and removing the bar at or near the mouth of said river. It shall be the duty of the board so constituted to report the depth of water upon the bar at the time of their examination, the character of the work done and the cost of the same, together with the value of said work to the Government of the United States, and such other information as they may deem essential. Said board shall report the result of their investigation to the Secretary of War on or before the first Monday in December next, and the Secretary shall immediately transmit the report to Congress, and five thousand dollars, or so much thereof as may be necessary, is hereby appropriated to pay the expenses of the said board and for the services of the said engineer, the amount of such compensation for said services to be fixed by the Secretary of War.

Expenses.

Sabine Pass, Tex.

Improving harbor at Sabine Pass, Texas: Continuing improvement, seventy-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Proviso. Contracts.

Limit.

Ashtabula, Ohio.

Improving harbor at Ashtabula, Ohio: Continuing improvements, fifty thousand dollars, of which amount not less than forty thousand dollars shall be applied toward the construction of breakwaters according to a project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five.

Lorain, Ohio.

Improving harbor at Black River (Lorain), Ohio: Continuing improvements, including necessary dredging between piers, thirty thousand dollars, and the Secretary of War is authorized and directed to cause a survey of said harbor to be made, and the cost of improvement to be estimated, with a view to providing better access to said harbor and the safety of boats therein.

Cleveland, Ohio.

Improving harbor at Cleveland, Ohio: Continuing improvements, eighty thousand dollars, to be used for extension of breakwater, according to plans heretofore adopted; also, for repair and rebuilding, as well as relocation, when desirable, of the piers and breakwater already constructed, and for widening and extending the channel between the piers and in the outer harbor and

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maintaining the necessary depth in accordance with report submitted March twenty-fifth, eighteen hundred and ninety-six: *Provided*, That contracts may be entered into by the Secretary of War for the completion of the above projects, to be paid for as appropriations may from time to time be made by law, the cost not to exceed in the aggregate one million three hundred and fifty-four thousand dollars: *And provided also*, That the Secretary of War be directed to cause a survey to be made of the said breakwater as heretofore planned, with a view of determining the advisability of changing the plan thereof so as to abandon the proposed construction of the eastern shore arm, and in lieu thereof extending the said breakwater eastwardly in a general direction parallel with the shore; and the sums hereby appropriated, or authorized to be expended, may be expended in such manner as the Secretary of War may deem best for the improvement of said harbor.

Provisos. Contracts.

Survey for new plan, etc.

Improving harbor at Fairport, Ohio: Continuing improvement, thirty thousand dollars, of which amount not less than twenty thousand dollars shall be applied toward the construction of a breakwater according to the project submitted April third, eighteen hundred and ninety-six.

Fairport, Ohio.

Improving harbor at Huron, Ohio: Continuing improvement and making necessary repairs to piers, eight thousand dollars.

Huron, Ohio.

Improving harbor at Port Clinton, Ohio: Continuing improvement, including necessary repairs, six thousand dollars.

Port Clinton, Ohio.

Improving harbor at Sandusky, Ohio: Continuing improvement, forty thousand dollars; and the Secretary of War is directed to cause a survey to be made of the bar at the mouth of the harbor and the cost of improvement to be estimated, with a view to securing and maintaining a permanent navigable channel of sufficient depth next to Cedar Point.

Sandusky, Ohio. Survey.

Improving harbor at Toledo, Ohio: Continuing improvements of straight channel through Maumee Bay, including necessary expense for dredging and maintenance of the harbor, one hundred and fifty thousand dollars, a part of which may be used in the discretion of the Secretary of War in removing shoal in the old channel and in extending the improvement up the Maumee River.

Toledo, Ohio.

Improving harbor at Vermilion, Ohio: Continuing improvement, two thousand dollars.

Vermilion, Ohio.

Improving harbor at Conneaut, Ohio: For improvements under existing plans, forty thousand dollars, of which amount not less than twenty thousand dollars shall be applied toward the construction of a breakwater according to the project submitted March twenty-fourth, eighteen hundred and ninety-six.

Conneaut, Ohio.

Improving outer harbor at Michigan City, Indiana: Continuing improvement, seventy thousand dollars.

Michigan City, Ind.

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Improving inner harbor at Michigan City, Indiana: Continuing improvement, ten thousand dollars.

Wolf Lake, Ind.

Improving outlet to Wolf Lake, Indiana, in accordance with the approved project for the improvement thereof, eight thousand dollars.

Chicago, Ill., Calumet Harbor.

Improving Calumet Harbor at Chicago, Illinois: Continuing improvement, including the amended project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, seventy-five thousand dollars.

Waukegan, Ill.

Improving harbor at Waukegan, Illinois: Continuing improvement, twenty thousand dollars.

Charlevoix, Mich.

Improving harbor at Charlevoix and entrance to Pine Lake, Michigan: Continuing improvement, twenty thousand dollars.

Frankfort, Mich.

Improving harbor at Frankfort, Michigan: Continuing improvement, and repairs and providing a navigable depth of eighteen feet, fifteen thousand dollars.

Grand Haven, Mich.

Improving harbor at Grand Haven, Michigan: Continuing improvement, twenty thousand dollars.

Grand Marais, Mich.

Improving harbor of refuge at Grand Marais, Michigan: Continuing improvement, twenty-four thousand dollars.

Manistee, Mich.

Improving harbor at Manistee, Michigan: Continuing improvement and dredging the interior channel, fifteen thousand dollars, and all moneys heretofore appropriated and now unexpended may be used for dredging such interior channel at the discretion of the Secretary of War. Any limitations on such former appropriations are hereby repealed.

Limitation repealed.

Vol. 28, p. 844.

Ante, p. 686.

Holland, Mich.

Improving harbor at Holland (Black Lake), Michigan: Continuing improvement, ten thousand dollars.

Monroe, Mich.

Improving harbor at Monroe, Michigan: Continuing improvement by dredging channel, five thousand dollars.

Muskegon, Mich.

Improving harbor at Muskegon, Michigan: Continuing improvement, thirty thousand dollars.

Ontonagon, Mich.

Improving harbor at Ontonagon, Michigan: Continuing improvement, and for repairs, ten thousand dollars.

Pentwater, Mich.

Improving harbor at Pentwater, Michigan: Continuing improvement, five thousand dollars.

Sandbeach (Harbor Beach), Mich.

Improving harbor of refuge at Sand Beach, Michigan: Continuing improvement according to the existing project, sixteen thousand dollars.

Portage Lake, Mich.

Improving harbor of refuge at Portage Lake, Michigan: Continuing improvement, twenty-five thousand dollars.

St. Joseph, Mich.

Improving Benton Harbor Canal and harbor at Saint Joseph, Michigan: Continuing improvement, thirty thousand dollars.

South Haven, Mich.

Improving harbor at South Haven, Michigan: Continuing improvement, fifteen thousand dollars.

White Lake, Mich.

Improving harbor at White Lake, Michigan: Continuing improvement, five thousand dollars.

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Improving harbor at Marquette, Michigan: Continuing improvement, twenty-nine thousand dollars. Marquette, Mich.

Improving harbor at Ludington, Michigan: Continuing improvement, twenty-five thousand dollars. Ludington, Mich.

Improving harbor at Petoskey, Michigan: Continuing improvement, eight thousand dollars. Petoskey, Mich.

Improving harbor at Saugatuck, Michigan: Continuing improvement, ten thousand dollars. Saugatuck, Mich.

Improving harbor at Menominee, Michigan and Wisconsin: Continuing improvement, seven thousand one hundred and fifty dollars, for maintenance of channel and pier. Menominee, Mich. and Wis.

Improving Cheboygan Harbor, Michigan: Continuing improvement, twelve thousand dollars. Cheboygan, Mich.

Improving harbor at Alpena, Michigan: Continuing improvement, two thousand five hundred dollars. Alpena, Mich.

Constructing harbor of refuge at Presque Isle Point, Marquette Bay, Michigan, in accordance with report submitted March twenty-first, eighteen hundred and ninety-six, twenty thousand dollars. Presque Isle Point, Mich.

Improving harbor at Ahnapee, Wisconsin: Continuing improvement, five thousand dollars. Ahnapee, Wis.

Improving harbor at Green Bay, Wisconsin: Continuing improvement, twenty-five thousand dollars[a], of which sum five thousand dollars may, in the discretion of the Secretary of War, be expended on the Fox River, below Depere, Wisconsin. Green Bay, Wis. Vol. 30, p. 122. *Post*, p. 818.

Improving harbor at Kenosha, Wisconsin: Continuing improvement, twenty-four thousand dollars, of which sum four thousand dollars, or so much thereof as may be necessary, shall be expended in dredging in the harbor basin and removing wreck therefrom, and the balance of said twenty-four thousand dollars, or so much thereof as may be necessary, may be used for repairing piers and deepening and maintaining channel. Kenosha, Wis.

Improving harbor at Kewaunee, Wisconsin: Continuing improvement, twenty-five thousand dollars. Kewaunee, Wis.

Improving harbor at Manitowoc, Wisconsin: Completing improvement, forty-four thousand four hundred and forty dollars, to be expended on plan submitted March tenth, eighteen hundred and ninety-six, for extending piers to the twenty-two-foot contour and deepening channel. Manitowoc, Wis.

Improving harbor of refuge at Milwaukee, Wisconsin: Continuing improvement, twenty thousand dollars: *Provided*, That the Secretary of War may enter into contracts for such material and work as may be necessary to complete the present project of said harbor of refuge, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one hundred Milwaukee, Wis., harbor of refuge. *Proviso.* Contracts. Limit.

[a] To correct an error in enrolling this act the deficiency act approved July 19, 1897, appropriates $5,000 additional for continuing the improvement of Green Bay Harbor.

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and sixty-eight thousand seven hundred and thirty-seven dollars and ninety-one cents, exclusive of the amount herein and heretofore appropriated.

Milwaukee, Wis.

Improving harbor at Milwaukee, Wisconsin: For maintenance, seven thousand dollars.

Port Washington, Wis.

Improving harbor at Port Washington, Wisconsin: Continuing improvement, five thousand five hundred dollars.

Racine, Wis.

Improving harbor at Racine, Wisconsin: Continuing improvement, twenty-seven thousand dollars; of which sum so much as may be necessary may be used for repairs of piers and maintenance of channel.

Sheboygan, Wis.

Improving harbor at Sheboygan, Wisconsin: Continuing improvement, twenty-six thousand dollars.

Ashland, Wis.

Improving harbor at Ashland, Wisconsin: Continuing improvement, twenty-seven thousand dollars.

Two Rivers, Wis.

Improving harbor at Two Rivers, Wisconsin: Continuing improvement, five thousand dollars.

Sturgeon Bay Canal, Wis.

Improving Sturgeon Bay Canal harbor of refuge: For maintenance of channel and piers, five thousand dollars.

Oconto, Wis.

Improving harbor at Oconto, Wisconsin: Continuing improvement, four thousand dollars.

Pensaukee, Wis.

Improving harbor at Pensaukee, Wisconsin: For maintenance, one thousand dollars.

Sturgeon Bay and Lake Michigan Ship Canal.

Improving Sturgeon Bay and Lake Michigan Ship Canal: Continuing improvement, thirty thousand dollars, and so much thereof as may be necessary may be used for the maintenance, operating, and care of the works.

South Milwaukee, Wis.

Improving harbor at South Milwaukee, Wisconsin, in accordance with report and plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, five thousand dollars.

Duluth, Minn., and Superior, Wis.

Distribution.

For improving the harbor at Duluth, Minnesota, and Superior, Wisconsin, at the west end of Lake Superior: Continuing improvement, fifty thousand dollars, whereof thirty thousand dollars shall be expended upon the Duluth portion of said harbor, and twenty thousand dollars shall be expended upon the Superior portion thereof; and contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project for deepening said harbor and the entrances thereto, reported to the War Department by the commission of engineers appointed under the joint resolution of Congress, approved June twenty-ninth, eighteen hundred and ninety-four, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate the sum of three million eighty thousand five hundred and fifty-three dollars, exclusive of the amount herein and heretofore appropriated: *Provided*, That such project of improvement may be subject to modification in the interests of commerce, as the Secretary of War may

Contracts.

Vol. 28, p. 586.

Ante, p. 675.

Provisos.

Modifications.

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direct, as the work progresses, without, however, increasing the above aggregate: *Provided, further*, That in making such contracts the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than twenty-five per centum of the whole amount authorized to be expended: *And provided further*, That the Secretary of War may reserve out of appropriations for such work, as the same shall become available, a sufficient amount, to be applied under his direction, to the repairing and maintenance of the present piers at the entrances to said harbor.

Limit.

Maintenance of piers.

Improving harbor at Grand Marais, Minnesota: Continuing improvement, three thousand dollars.

Grand Marais, Minn.

Improving harbor at Agate Bay, Minnesota: Continuing improvement, fifty thousand dollars.

Agate Bay, Minn.

Improving harbor at Oakland, California: Continuing improvement, under existing project, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and sixty-six thousand dollars, exclusive of the amounts herein and heretofore appropriated.

Oakland, Cal.

Proviso.

Contracts.

Vol. 30, p. 45.

Post, p. 810.

Limit.

Improving harbor at San Diego, California: Continuing improvement, fifty thousand dollars.

San Diego, Cal.

For a deep water harbor for commerce and of refuge at Port Los Angeles, in Santa Monica Bay, California, or at San Pedro, in said State, the location of said harbor to be determined by an officer of the Navy, to be detailed by the Secretary of the Navy, an officer of the Coast and Geodetic Survey, to be detailed by the Superintendent of said Survey, and three experienced civil engineers, skilled in riparian work, to be appointed by the President, who shall constitute a Board, and who shall personally examine said harbors, the decision of a majority of which shall be final as to the location of said harbor. It shall be the duty of said Board to make plans, specifications, and estimates for said improvement. Whenever said Board shall have settled the location and made report to the Secretary of War of the same, with said plans, specifications, and estimates, then the Secretary of War may make contracts for the completion of the improvement of the harbor so selected by said Board, according to the project reported by them, at a cost not exceeding in the aggregate two million nine hundred thousand dollars, and fifty thousand dollars is hereby appropriated, so much thereof as may be necessary to be used for the expenses of the Board and payment of the civil engineers for their services, the amount to be determined by the Secretary of

Deep-water harbor at Port Los Angeles or San Pedro, Cal.

Board to choose location.

Vol. 30, p. 631.

Post, p. 829.

Contracts.

Limit.

Expenses.

Vol. 29, p. 531.

Post, p. 806.

Vol. 30, p. 45.

Post, p. 811.

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Provisos.

War [a]: *Provided, however*, That if the board hereby constituted, as in this section provided shall determine in favor of the construction of a breakwater at Port Los Angeles, no expenditure of any part of the money hereby appropriated shall be made, nor shall any contract for the construction of such breakwater be entered into, until the Southern Pacific Company, or the owner or owners thereof, shall execute an agreement and file the same with the Secretary of War that any railroad company, or any corporation engaged in the business of transportation, may share in the use of the pier now constructed at Port Los Angeles and the approaches and tracks leading thereto, situate westerly of the easterly entrance to the Santa Monica tunnel, upon such just and equitable terms as may be agreed upon between the parties, and if they fail to agree, then to be determined by the Secretary of War; and before any expenditure of the money hereby appropriated is made for the construction of a breakwater at Port Los Angeles said Southern Pacific Company, or the owner of the tracks and approaches leading to said pier, shall execute an agreement and file the same with the Secretary of War, that any railroad or transportation company or corporation desiring to construct a wharf or pier in Santa Monica Bay may, for the purpose of approaching such wharf or pier, and for the purpose of constructing and operating the same, cross the track or tracks, approaches and right of way now used by the Southern Pacific Company under such regulations as may be prescribed by the Secretary of War, and upon the payment of such compensation as that officer may find to be reasonable: *Provided, further*, That in event said harbor is located at Port Los Angeles, no greater royalty on the rock used for the construction of the breakwater than twelve and a half cents a cubic yard shall be charged, and the Southern Pacific Company shall charge no more than one-half a cent a ton mile for freight on rock transported over its road.

If Port Los Angeles is selected, Southern Pacific Company must agree to share pier, etc.

Agreement to be executed.

Charges for rock and freight.

San Luis Obispo, Cal.

Improving harbor at San Luis Obispo, California: Continuing improvement, forty thousand dollars.

Wilmington, Cal.

Improving Wilmington Harbor, California, in accordance with the project submitted February seventh,

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[a] Act approved Feb. 17, 1897, amends this paragraph by inserting, after the clause providing for payment of expenses, etc., of the Board, the following language: "The officer of the Navy detailed to serve on this board shall receive from said appropriation, in addition to his mileage provided for in section 1566 of the Revised Statutes, and notwithstanding its provisions, such a per diem allowance for subsistence as the Secretary of War may deem proper."

The sundry civil act approved June 4, 1897, provides that the member of the Board detailed from the Coast and Geodetic Survey shall receive a similar per diem allowance.

The report of the Board is printed as Senate Document No. 18. Fifty-fifth Congress, first session.

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eighteen hundred and ninety-five, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate three hundred and forty-two thousand dollars, exclusive of the amount herein appropriated; but no such contracts shall be entered into until the Board provided for in this Act to determine the location of a deep water harbor for commerce and of refuge, as between Port Los Angeles in Santa Monica Bay and San Pedro, in the State of California, has made its report to the Secretary of War, and not at all if said report shall be in favor of San Pedro as the location of said harbor.

Vol. 32, p. 346. *Post*, p. 970. *Proviso.* Contracts.

To await decision of deep-water harbor. *Ante*, p. 759.

Improving entrance and harbor at Coos Bay, Oregon: Continuing improvement, ninety-five thousand dollars.

Coos Bay, Oreg.

Improving Yaquina Bay, Oregon: Continuing improvement, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the project as recommended by the Board of Officers of the Engineer Corps October eleventh, eighteen hundred and ninety-five, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million dollars, exclusive of amount herein and heretofore appropriated.

Yaquina Bay, Oreg. *Proviso.* Contracts. Vol. 31, p. 587. *Post*, p. 923.

Limit.

Improving harbor at Coos Bay, Oregon, fourteen thousand three hundred and ninety dollars: *Provided*, That so much of this sum as may be necessary shall be added to the amount now on hand for the construction or purchase of a dredge and two hopper scows, and that dredging within the limit of this appropriation may be contracted for in the discretion of the Chief of Engineers, and in such portion of the bay as may be found necessary.

Coos Bay, Oreg. *Proviso.* Dredging apparatus. Vol. 30, pp. 631, 632. *Post*, p. 830.

Improving Port Orford Harbor, at Grave Yard Point, Oregon, according to plan recommended by Captain Thomas W. Symons, of the Corps of Engineers, as per House Document Numbered Three hundred and thirteen, Fifty-third Congress, third session, January thirtieth, eighteen hundred and ninety-five, to cost not to exceed two hundred and three thousand three hundred and thirty-six dollars, and the unexpended balance of the appropriation heretofore made March third, eighteen hundred and seventy-nine, for the establishment of a harbor of refuge on the Pacific coast is hereby transferred to be expended on this improvement, if in the opinion of the Secretary of War the interests of commerce demand such expenditure.

Port Orford, Oreg.

Necessity for, to be decided by Secretary of War.

Vol. 20, p. 372. *Ante*, p. 297. Vol. 22, p. 209. *Ante*, p. 383.

Improving Tillamook Bay and Bar, Oregon: Continuing improvement, seventeen thousand dollars.

Tillamook Bay, Oreg.

Improving Grays Harbor and bar entrance, Washington, in accordance with plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and

Grays Harbor, Wash.

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Proviso. Contracts.

ninety-five, twenty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate nine hundred and eighty thousand dollars, exclusive of the sum herein appropriated, and the Secretary of War may, in his discretion, transfer the Government plant, or any part of it, now at the mouth of the Columbia River, to Grays Harbor.

Limit.

Olympia, Wash. Survey.

Improving Olympia Harbor, Washington: Continuing improvement, thirty-two thousand dollars; and that a survey be made of the Deschutes River at its entrance in Olympia Harbor, and the cost of its improvement to be estimated.

Everett, Wash.

Improving Everett Harbor, Washington: Continuing improvement, twenty thousand dollars.

Portland Canal, Alaska.

For survey of Portland Channel [Canal], Alaska, five thousand dollars.

Rivers. Bagaduce River, Me.

Improving Bagaduce River, Maine: Continuing improvement, five thousand dollars.

Kennebec River, Me.

Improving Kennebec River, Maine: Continuing improvement, fifty-five thousand dollars; and the Secretary of War may, in his discretion, expend so much of this as may be necessary for repairing damages to improvements heretofore made, by the recent freshet.

Narraguagus River, Me.

Improving Narragaugus River, Maine: Continuing improvement, five thousand dollars.

Saco River, Me.

Improving Saco River, Maine, including breakwater: Continuing improvement, ten thousand dollars.

Lubec Channel, Me.

Improving Lubec Channel, Maine: Continuing improvement, thirty-two thousand dollars.

Union River, Me.

Improving Union River, Maine, by dredging, fifteen thousand dollars.

Georges River, Me.

Improving Georges River, Maine, in accordance with plan submitted January twenty-first, eighteen hundred and ninety-five, ten thousand dollars.

Sasanoa River, Me.

Improving Sasanoa River, Maine, according to plan submitted December nineteenth, eighteen hundred and ninety-four, completing improvement, nineteen thousand dollars.

Cocheco River, N. H.

Improving Cocheco River, New Hampshire: Continuing improvement, fifteen thousand dollars.

Otter Creek, Vt.

Improving Otter Creek, Vermont: Continuing improvement, five thousand dollars.

Powow River, Mass

Improving Powow River, Massachusetts: Continuing improvement, twelve thousand dollars.

Taunton River, Mass.

Improving Taunton River, Massachusetts: Continuing improvement, five thousand dollars.

Weymouth River, Mass.

Improving Weymouth River, Massachusetts: Continuing improvement, fifteen thousand dollars, of which ten thousand dollars shall be used in the improvement of Weymouth Back River.

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Improving Essex River, Massachusetts: Continuing improvement, five thousand dollars. Essex River, Mass.

Improving Mystic and Malden rivers, Massachusetts: Continuing improvement, ten thousand dollars. Mystic and Malden rivers, Mass.

For the improvement of the channel of the Merrimac River, Massachusetts, by removing certain rocks therein below Rock Bridge, five thousand dollars. The Secretary of War is directed to furnish to the House of Representatives an estimate of the cost of improving the Merrimac River, Massachusetts, by dredging the channel thereof between Newburyport and Haverhill of the width of one hundred and fifty feet and of the depth of seven feet at mean low water, provided the estimate can be furnished from surveys already made. Merrimac River, Mass. Estimate.

Improving Town River, Massachusetts, in accordance with recommendations submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars. Town River, Mass.

Improving Sakonnet River, Rhode Island: For widening and deepening the passage at the draw of the Stone Bridge over the Sakonnet River, Rhode Island, twenty thousand dollars. Sakonnet River, R. I.

Improving Pawtucket River, Rhode Island: Continuing improvement, twenty thousand five hundred dollars. Pawtucket River, R. I.

Improving Pawcatuck River, Rhode Island and Connecticut: Continuing improvement, fifteen thousand dollars. Pawcatuck River, R. I. and Conn.

Improving Providence River and Narragansett Bay, Rhode Island: Continuing improvement, according to the report of the Chief of Engineers, dated April ninth, eighteen hundred and ninety-six, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary for the completion of such project, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate seven hundred and seven thousand dollars, exclusive of the amount herein and heretofore appropriated. Providence River and Narragansett Bay, R. I. *Proviso.* Contracts. Limit.

Improving Green Jacket Shoal, Providence, Rhode Island: Continuing improvement, seven thousand five hundred dollars. Green Jacket shoal, R. I.

Improving Connecticut River below Hartford, Connecticut: Continuing improvement, twenty thousand dollars. Connecticut River, Conn.

Improving Housatonic River, Connecticut: Continuing improvement, twenty-five thousand dollars. Housatonic River, Conn.

Improving Thames River, Connecticut: Continuing imprisonment, twelve thousand dollars. Thames River, Conn.

Improving Mystic River, Connecticut: Continuing improvement three thousand five hundred dollars. Mystic River, Conn.

Improving Harlem River, New York: Continuing improvement, one hundred and twenty-five thousand dollars. Harlem River, N. Y.

And the Secretary of War is hereby authorized and directed to prescribe suitable rules and regulations in respect to the height and construction of the pilot Secretary of War to prescribe rules for tugs.

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houses, flag poles, and smokestacks of all tugs propelled by steam, with or without vessels in tow, habitually using said river, from and after the completion of the bridges at Third and Fourth avenues now being modified by direction of the Secretary of War, in accordance with the Act of Congress approved September nineteenth, eighteen hundred and ninety, entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," to the end that the draws of said bridges shall not be required to be opened or operated oftener than necessary between ten o'clock in the forenoon and five o'clock in the afternoon: *Provided*, That the draw of the bridge at the mouth of Spuyten Duyvil Creek, authorized by the Secretary of War August twenty-eighth, eighteen hundred and ninety-four, to be reconstructed at the height of only three and one-half feet above high water, be opened at all times during the day and night when approached by boats desiring to pass it.

Vol. 26, p. 437. *Ante*, p. 559.

Proviso. Draw over Spuyten Duyvil Creek.

East River and Hell Gate, N. Y.

Improving East River and Hell Gate, New York: Continuing improvement, sixty thousand dollars.

Browns Creek, N. Y.

Improving Browns Creek, Sayville, Long Island, New York: Continuing improvement, four thousand dollars.

East Chester Creek, N. Y. Vol. 29, p. 535. *Post*, p. 807.

Improving East Chester Creek, New York: Continuing improvement, ten thousand dollars.

Patchogue River, N. Y.

Improving Patchogue River, New York: Completing improvement, thirteen thousand dollars.

St. Lawrence River, N. Y.

Improving shoal between Sister Islands and Cross-Over Light, Saint Lawrence River, New York: Continuing improvement, twenty-five thousand dollars, to be expended for in proving shoals between Sister Islands and Cross-Over Light and in the Saint Lawrence River between Ogdensburg and the foot of Lake Ontario.

Niagara River, N. Y. Vol. 28, p. 341. *Ante*, p. 681.

Improving Niagara River from Tonawanda to Port Day, in accordance with plan adopted by Congress in the river and harbor Act of August seventeenth [eighteenth], eighteen hundred and ninety-four: Continuing improvement, fifteen thousand dollars.

Bronx River, N. Y.

Improving Bronx River, New York, in accordance with the plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-one, ten thousand dollars.

Passaic River, N. J.

Improving Passaic River, New Jersey: Continuing improvement, fifteen thousand dollars.

Raritan River, N. J.

Improving Raritan River, New Jersey: Continuing improvement, twenty thousand dollars.

Shrewsbury River, N. J.

Improving Shrewsbury River, New Jersey: Continuing improvement, fifteen thousand dollars.

South River, N. J.

Improving South River, New Jersey: Continuing improvement, five thousand dollars.

Alloway Creek, N. J.

Improving Alloway Creek, New Jersey: Continuing improvement, three thousand dollars.

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Improving Dennis Creek, New Jersey, in accordance with the project submitted January seventh, eighteen hundred and ninety-five, five thousand dollars. Dennis Creek, N. J.

Improving Elizabeth River, New Jersey: Completing improvement, three thousand one hundred and sixty dollars. Elizabeth River, N. J.

Improving Mattawan Creek, New Jersey: For dredging, three thousand dollars. Matawan Creek, N. J.

Improving Rancocas River, New Jersey: Continuing improvement, two thousand dollars; which sum shall be expended in the improvement of the Lumberton branch of said river. Rancocas River, N. J.

Improving Shoal Harbor and Compton Creek, New Jersey: Continuing improvement, five thousand dollars; which sum shall be expended for extending the improved channel farther toward the five foot contour of Raritan Bay. Shoal Harbor and Compton Creek, N. J.

Improving Goshen Creek, New Jersey: Continuing improvement, three thousand dollars. Goshen Creek, N. J.

Improving Cooper Creek, New Jersey: Completing improvement, in accordance with the plan submitted January fourth, eighteen hundred and ninety-five, thirty-seven thousand dollars, of which amount two thousand five hundred dollars, or so much thereof as may be necessary, shall be expended in rebuilding the dike on Government reservation in the Delaware River at Woodbury Creek. Cooper Creek, N. J.

Improving Allegheny River, Pennsylvania: Continuing improvement, twelve thousand five hundred dollars. Allegheny River, Pa.

For continuing construction of lock and dam at Herr Island, Allegheny River, under existing project, and commencing construction of two additional locks and dams on said river, one above the head of Six Mile Island and the other at Springdale, according to report submitted January twenty-second, eighteen hundred and ninety-six, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the projects of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and ninety-four thousand five hundred dollars, exclusive of the amount herein and heretofore appropriated. Herr Island dam, etc. *Proviso.* Contract. Limit.

Improving Schuylkill River, Pennsylvania: Continuing improvement, twenty thousand dollars. Schuylkill River, Pa.

Improving Delaware River, from Trenton to its mouth, Pennsylvania and New Jersey: Continuing improvement, five hundred thousand dollars, of which five thousand dollars shall be expended in the improvement of the channel over Perriwig Bar, and three thousand dollars shall be expended in rebuilding and enlarging the dike, on Government reservation, at the junction of the Schuylkill and Delaware rivers, at Fort Mifflin: *Provided*, That so much of said sum of five hundred thousand dollars as Delaware River, Pa. and N. J. Distribution. *Provisos.*

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Dredging Dan Baker shoal.

shall be necessary may, in the discretion of the Secretary of War, be expended in dredging a channel through Dan Baker Shoal to the depth of twenty-six feet at low water: *And provided further*, That no part of said appropriation or of any appropriations heretofore made shall be expended upon the building of a dike between Reedy Island and Liston's Point, until a board of three engineer officers, to be appointed by the Secretary of War, shall consider and report to the Secretary of War on the first Monday in December of the current year; as to the project of said dike with reference to preserving and improving the navigation of the Appoquinimink River and Blackbird Creek, and the riparian rights and facilities of the Delaware shore as well as to deepening the main channel of said river. And the Secretary of War is hereby authorized to carry out the recommendations of said board; and to modify the present contract, if necessary, and adjust any loss with the contractor occasioned by the provisions of this Act, and to pay the same out of the appropriation under which the said contract was made; also to expend the additional sum of twenty-five thousand dollars in his discretion for such dredging as may be necessary for the maintenance of channels from the mouths of the Appoquinimink River and Blackbird Creek to the channel of the Delaware River through the dike now being constructed from Reedy Island to Liston's Point for the improvement of the Delaware.

Board of officers to report on dike between Reedy Island and Listons Point.

Recommendations to be carried out.

Dredging channels.

Monongahela River, Pa.

Condemnation proceedings authorized.

Vols. 25, p. 411; 26, p. 438; 28, pp. 348, 973.

Ante, pp. 497, 560, 691, 735.

Improving the Monongahela River, Pennsylvania: The Secretary of War is hereby authorized and directed to institute and carry to completion proceedings for the condemnation of all the property and its appurtenances of the Monongahela Navigation Company, a corporation of Pennsylvania, said condemnation proceedings to be as prescribed and regulated by the provisions of the general railroad law of Pennsylvania approved February nineteenth, eighteen hundred and forty-nine, and its supplements, except that the United States shall not be required to give any bond, and except that jurisdiction of said proceedings is hereby given to the circuit court of the United States for the western district of Pennsylvania, with right of appeal by either party to the Supreme Court of the United States. And the sum of five thousand dollars, or so much thereof as may be necessary, is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, to pay the necessary costs of said proceedings; and upon final judgment being entered therein, the Secretary of War, if in his opinion the judgment is reasonable, is hereby authorized and directed to draw his warrant on the Treasury for the amount of said judgment and costs, and said amount for the payment thereof

Expenses.

Judgment.

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is hereby appropriated [a] out of any moneys in the Treasury not otherwise appropriated. And when said property and its appurtenances shall have been acquired by the United States, whether by purchase or condemnation, the Secretary of War shall take charge thereof and the same shall thereafter be subject to the provisions of section four of an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved July fifth, eighteen hundred and eighty-four.

Tolls to be abolished; payment of operating expenses authorized. Vol. 23, p. 147. *Ante*, p. 415.

Improving Appoquinimink River, Delaware: Continuing improvement, five thousand dollars.

Appoquinimink River, Del.

Improving Smyrna River, Delaware: Continuing improvement, five thousand dollars.

Smyrna River, Del.

Improving Murderkill River, Delaware: Continuing improvement, six thousand five hundred dollars.

Murderkill River, Del.

Improving the inland waterway from Chincoteague Bay, Virginia, to Delaware Bay, at or near Lewes, Delaware, to be used from Delaware Bay to Indian River: Continuing improvement, twenty-five thousand dollars: *Provided*, That no part of this appropriation shall be expended until the right of way is secured without cost to the United States, but the right of way over any railroad or through any railroad or county bridge shall not be subject to this proviso, and may be secured by condemnation proceedings.

Waterway Delaware and Chincoteague bays.

Proviso. Right of way.

Improving Broad Creek River, Delaware: Continuing improvement, five thousand dollars.

Broad Creek River, Del.

Improving Choptank River, Maryland: Continuing improvement, two thousand dollars.

Choptank River, Md.

Improving Chester River, Maryland: Continuing improvement, one thousand five hundred dollars.

Chester River, Md.

Improving Manokin River, Maryland: Continuing improvement, four thousand dollars, of which sum two thousand dollars shall be expended in improving said river between Dashiells Creek and a point on said river known as the Red Bridge or County Wharf.

Manokin River, Md.

Improving Wicomico River [b], Maryland: Completing improvement, three thousand seven hundred dollars.

Wicomico River, Md.

Improving Pocomoke River, Maryland, below Snow Hill, in accordance with report submitted February twenty-fifth, eighteen hundred and ninety-five, five thousand dollars.

Pocomoke River, Md.

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[a] Pursuant to the provisions of this act all of the company's property on this river was acquired by the United States with the funds thus provided, the total cost of acquisition (including (1) $5,301.36 expended under the act of August 11, 1888, toward the acquisition of Lock and Dam No. 7, and (2) $2,157.06 expended under this act—June 3, 1896—from the $5,000 appropriated therein to defray expenses of condemnation, the balance thereof, viz, $2,842.94 having been carried to the surplus fund) being $3,769,073.88, of which $3,761,615.46 was the award in condemnation.

[b] On the eastern shore.

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Warwick River, Md.

Improving Warwick River, Maryland: Continuing improvement, two thousand dollars.

Patapsco River, Md.

Improvement Patapsco River and channel to Baltimore: For maintenance, fifty thousand dollars.

Nanticoke River, Del. and Md.

Improving Nanticoke River, Delaware and Maryland: Continuing improvement, in accordance with report and plan submitted February fourteenth, eighteen hundred and ninety-five, three thousand dollars.

Potomac River, D. C.

Improving Potomac River, Washington, District of Columbia: Continuing improvement, one hundred thousand dollars: *Provided*, That for carrying on said improvement the rental of an office in the city of Washington, District of Columbia, at a rate not to exceed eighty-five dollars per month, is hereby authorized when no public building is available, to be paid for pro rata from the appropriations made for works of improvement in the local charge of the engineer officer having charge of the improvement of the Potomac River.

Proviso. Vol. 37, p. 201. *Post*, p. 1528. Rent of office.

Appomattox River, Va.

Improving Appomattox River, Virginia: Continuing improvement, five thousand dollars.

Nansemond River, Va.

Improving Nansemond River, Virginia: Continuing improvement, five thousand dollars.

James River, Va.

Improving James River, Virginia: Continuing improvement, one hundred and twenty thousand dollars.

Mattaponi River, Va.

Improving Mattaponi River, Virginia: Continuing improvement, two thousand five hundred dollars.

Nomini Creek, Va.

Improving Nomini Creek, Virginia: Continuing improvement, two thousand five hundred dollars.

Pamunkey River, Va.

Improving Pamunkey River, Virginia: Continuing improvement, two thousand dollars.

Rappahannock River, Va.

Improving Rappahannock River, Virginia: Continuing improvement, eight thousand dollars.

Urbana Creek, Va.

Improving Urbanna Creek, Virginia: Continuing improvement, three thousand dollars.

York River, Va.

Improving York River, Virginia: Continuing improvement, sixteen thousand dollars.

Elizabeth River, Va., Western Branch.

Improving Western Branch of Elizabeth River, Virginia, according to report submitted by Chief of Engineers March twenty-fifth, eighteen hundred and ninety-six, forty-five thousand dollars, to complete.

Aquia Creek, Va.

Improving Aquia Creek, Virginia: Continuing improvement, three thousand dollars.

Occoquan Creek, Va.

Improving Occoquan Creek, Virginia: Continuing improvement, two thousand five hundred dollars.

Lower Machodoc Creek, Va.

Improving Lower Machodoc Creek, Virginia: Continuing improvement, one thousand five hundred dollars.

Nandua Creek, Va.

Improving Nandua (historically known as Andura) Creek, Virginia, in accordance with report submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five, three thousand dollars.

James River, Va.

Protecting Jamestown Island from the encroachments of James River, fifteen thousand dollars, or so much thereof as may be necessary.

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Improving Elk River, West Virginia: Continuing improvement, two thousand dollars, to be expended on said river from Frametown, Braxton County, up said river. Elk River, W. Va.

Improving Guyandotte River, West Virginia: For maintenance, one thousand dollars. Guyandot River, W. Va.

Improving Gauley River, West Virginia: Continuing improvement, three thousand dollars. Gauley River, W. Va.

Improving Little Kanawha River, West Virginia: For maintenance, one thousand five hundred dollars. Little Kanawha River, W. Va.

Improving the upper Monongahela River, West Virginia: Continuing improvements, thirty thousand dollars, ten thousand dollars of which may be used for the location and purchase of sites for the dams within said improvement; and the Secretary of War may place the construction of the six dams heretofore recommended and reported by the United States engineers on the Monongahela River, in the State of West Virginia, under contract at a sum not exceeding one million two hundred thousand dollars, to be paid for as appropriations may from time to time be made by law. Monongahela River, W. Va. Contract for dams.

Improving inland waterway between Beaufort Harbor and New River, North Carolina: Continuing improvement, one thousand dollars. Waterway Beaufort to New River, N. C.

Improving Cape Fear River, North Carolina, above Wilmington: Continuing improvement, five thousand dollars. Cape Fear River, N. C.

Improving Cape Fear River, North Carolina, at and below Wilmington: Continuing improvemnt, one hundred and ninety-five thousand dollars.

Improving Neuse River, North Carolina: Continuing improvement, seven thousand dollars. Neuse River, N. C.

Improving Pamlico and Tar rivers, North Carolina: Continuing improvement and maintaining, five thousand dollars. Pamlico and Tar rivers, N. C.

Improving Trent River, North Carolina: Continuing improvement, two thousand dollars. Trent River, N. C.

Improving Black River, North Carolina: For maintenance, one thousand dollars. Black River, N. C.

Improving Roanoke River, North Carolina: Continuing improvement, ten thousand dollars. Roanoke River, N. C.

Improving inland water route from Norfolk Harbor, Virginia, to Albemarle Sound, North Carolina, through Currituck Sound: Continuing improvement, ten thousand dollars. Water route, Norfolk, Va., to Albemarle Sound, N. C.

For making improvements in Fishing Creek, North Carolina, from mouth to the Wilmington and Weldon Railroad bridge: Continuing and maintaining improvement, fifteen thousand dollars, being the amount heretofore appropriated and still unexpended, to be available when conditions are complied with as per Acts of Congress September nineteenth, eighteen hundred and ninety, and July thirteenth, eighteen hundred and ninety-two. Fishing Creek, N. C. Vol. 26, p. 441. *Ante*, p. 564. Vol. 27, p. 100. *Ante*, p. 628.

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Great Pedee River, S. C.

Improving Great Pedee River, South Carolina: Continuing improvemnt, twelve thousand dollars.

Santee River, S. C.

Improving Santee River, South Carolina: Continuing improvement, forty-eight thousand dollars, to be used in snagging and in making new cut between Estherville and Minim Creek, and in maintaining the Musquito Creek Channel.

Waccamaw River, S. C.

Improving Waccamaw River, South Carolina: Continuing improvement, six thousand dollars.

Wappoo Cut, S. C.

Improving Wappoo Cut, South Carolina: Continuing improvement, two thousand five hundred dollars.

Wateree River, S. C.

Improving Wateree River, South Carolina: For maintenance, five thousand dollars.

Congaree River, S. C.

Improving Congaree River, South Carolina: Continuing improvement, two thousand dollars.

Little Pedee River, S. C.

Improving Little Pedee River, South Carolina: Continuing improvement, three thousand dollars.

Beaufort River, S. C.

Improving Beaufort River, South Carolina: Continuing improvement, one thousand dollars.

Altamaha River, Ga.

Improving Altamaha River, Georgia: Continuing improvements, ten thousand dollars.

Chattahoochee River, Ga. and Ala.

Improving Chattahoochee River, Georgia, and Alabama: Continuing improvement, twenty-five thousand dollars, of which five thousand dollars are to be used on that portion of the river between West Point and Franklin.

Flint River, Ga.

Improving Flint River, Georgia: Continuing improvement, eight thousand dollars.

Ocmulgee River, Ga.

Improving Ocmulgee River, Georgia: Continuing improvement, ten thousand dollars, of which five thousand dollars are to be expended between Macon and Hawkinsville, and the like sum below Hawkinsville.

Oconee River, Ga.

Improving Oconee River, Georgia: Continuing improvement, ten thousand dollars, of which three thousand dollars are to be expended between Milledgeville and the Central Railroad bridge.

Savannah River, Ga.

Improving Savannah River, between Savannah and Augusta: Continuing improvement, fifteeen thousand dollars.

Improving Savannah River, above Augusta, Georgia: Continuing improvement, three thousand dollars.

Coosa River, Ga. and Ala.

Improving Coosa River, between Rome, Georgia, and the East Tennessee, Virginia and Georgia Railroad bridge, in Alabama: Continuing improvement, fifty thousand dollars, ten thousand dollars of which, or so much as may be necessary, shall be used in deepening the channel over the several shoals and removing the obstructions therefrom between Cedar Bluffs, Alabama, and Rome, Georgia.

Improving Coosa River, between Wetumka, Alabama, and the East Tennessee, Virginia and Georgia Railroad bridge: Continuing improvement, fifty thousand dollars.

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Inside water route between Savannah, Georgia, and Fernandina, Florida: Continuing improvement, fourteen thousand dollars.

Water route Savannah, Ga., to Fernandina, Fla.

Improving Apalachicola River, Florida, including the cut-off and Lower Chipola River: Continuing improvement, five thousand dollars.

Apalachicola River, Fla.

Improving Caloosahatchee River, Florida: For maintenance, one thousand dollars.

Caloosahatchee River, Fla.

Improving Choctawhatchee River, Florida and Alabama: Continuing improvement, five thousand dollars: *Provided*, That no part of said sum shall be expended above Hollis bridge until a draw, approved by the Secretary of War, is put in said bridge.

Choctawhatchee River, Fla. and Ala. *Proviso.* Draw.

Improving Escambia and Conecuh rivers, Florida: Continuing improvements, four thousand dollars.

Escambia and Conecuh rivers, Fla.

Improving Manatee River, Florida: Continuing improvement, four thousand dollars: *Provided*, That three thousand dollars, or so much thereof as may be necessary, be used in dredging, deepening, and otherwise improving the navigation of the channel known as the Cut-Off, extending from said Manatee River, on the north side thereof, and below the town of Palmetto, into Terraceia Bay.

Manatee River, Fla. *Proviso.* Dredging channel, etc.

Improving Suwanee River, Florida: Continuing improvement, three thousand dollars.

Suwanee River, Fla.

Improving Volusia Bar, Florida: For maintenance, one thousand dollars.

Volusia bar, Fla.

Improving Ocklawaha River, Florida: For maintenance, three thousand dollars.

Oklawaha River, Fla.

Improving Sarasota Bay, from Tampa Bay to Caseys Pass, Florida: Continuing improvement, two thousand five hundred dollars.

Sarasota Bay, Fla.

Improving Indian River, Florida: By dredging channel at Negro Cut near Indian River Inlet, seven thousand five hundred dollars.

Indian River, Fla.

Improving Saint Johns River, Florida, from Jacksonville to the ocean, in accordance with project submitted February twenty-seventh, eighteen hundred and ninety-five, two hundred thousand dollars.

St. Johns River, Fla.

Improving Alabama River, Alabama: Continuing improvement, forty thousand dollars.

Alabama River, Ala.

Improving Black Warrior River, Alabama, from Tuscaloosa to Daniels Creek: Continuing improvement, ten thousand dollars.

Black Warrior River, Ala.

Improving Warrior and Tombigbee rivers, Alabama, from mouth of Tombigbee River to Tuscaloosa: Continuing improvement, one hundred and forty-five thousand dollars, of which seventy-five thousand dollars are to be expended on the Tombigbee River and seventy thousand dollars on the Warrior River, and so much of said sums as may be necessary is authorized to be expended in acquiring, by purchase or condemnation, under the laws of Alabama, the lands needed in making such improvements.

Warrior and Tombigbee rivers, Ala.

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Tombigbee River, Ala. and Miss.

Improving Tombigbee River from Fulton to Columbus: Continuing improvement and maintenance, eight thousand dollars.

Improving Tombigbee River from Demopolis, Alabama, to Columbus, Mississippi: Continuing improvement, fifty thousand dollars.

Improving Tombigbee River from Walkers Bridge to Fulton: Continuing improvement and maintenance, one thousand dollars.

Big Sunflower River, Miss.

Improving Big Sunflower River, Mississippi: Continuing improvement, five thousand dollars.

Noxubee River, Miss.

Improving Noxubee River, Mississippi: For maintenance, three thousand dollars.

Pascagoula River, Miss.

Improving Pascagoula River, Mississippi: Continuing improvement, six thousand dollars, and so much of said sum as may be necessary may be used for removal of the bar in Horn Island Pass.

Pearl River, Miss.

Improving Pearl River, between Edinburg and Carthage, Mississippi: For maintenance, five hundred dollars.

Improving Pearl River, between Carthage and Jackson, Mississippi: For maintenance, two thousand four hundred dollars.

Improving Pearl River, below Jackson, Mississippi: Continuing improvement, ten thousand dollars, which shall be expended in work on the river, beginning at the head of Holmes Bayou and continuing up the river to Monticello.

Tallahatchie River, Miss.

Improving Tallahatchee River, Mississippi: Continuing improvement, four thousand dollars.

Yazoo River, Miss.

Improving Yazoo River, Mississippi: Continuing improvement, twenty thousand dollars, of which so much as may be necessary shall be expended in removing the bar at Yazoo City.

Chickasahay River, Miss.

Improving Chickasahay River, Mississippi, from the mouth up to railroad bridge, near Bucatunna: Continuing improvement, two thousand dollars.

Leaf River, Miss.

Improving Leaf River, Mississippi, from its mouth to Bowie Creek: Continuing improvement, two thousand five hundred dollars.

Vicksburg, Miss.

Yazoo River and Vicksburg Harbor.

Improving mouth of Yazoo River and harbor of Vicksburg, Mississippi. For the purpose of completing the project of improvement as heretofore adopted and entered upon, in addition to expending the balance on hand, contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the same, or said materials may be purchased and work may be done otherwise than by contract to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate eight hundred and sixty thousand dollars, exclusive of the amount heretofore appropriated.

Contracts.

Limit.

Bayou Lafourche, La.

Improving Bayou Lafourche, Louisiana: Continuing improvement, twenty-five thousand dollars.

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Improving Amite River and Bayou Manchac, Louisiana: For maintenance, two thousand five hundred dollars. Amite River and Bayou Manchac, La.

Improving Boeuf River, Louisiana: Continuing improvement, six thousand dollars. Bœuf River, La.

Improving Bayou Bartholomew, Louisiana and Arkansas: Continuing improvement, four thousand dollars. Bayou Bartholomew, La. and Ark.

Improving Tensas River and Bayou Macon, Louisiana and Arkansas: Continuing improvement, five thousand dollars. Tensas River and Bayou Macon, La. and Ark.

Improving Bayou Courtableau, by removing raft in same, two thousand five hundred dollars, or so much thereof as may be necessary. Bayou Courtableau.

Improving Red River, Louisiana and Arkansas, from Fulton, Arkansas, to the Atchafalaya River: Continuing improvement, one hundred thousand dollars. Red River, La. and Ark.

Improving Tickfaw River, Louisiana: For maintenance, one thousand dollars. Tickfaw River, La.

Improving Bayou Plaquemine, Louisiana: Continuing improvement, twenty thousand dollars, of which amount ten thousand dollars may be applied to the improvement of Pigeon Bayous and Grand River: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million one hundred and seventy-three thousand two hundred and fifty dollars, exclusive of the amount herein and heretofore appropriated. Bayou Plaquemine, La. *Proviso.* Contracts. Limit.

Improving Chefuncte River and Bogue Falia, Louisiana: For maintenance, one thousand dollars. Chefuncte River and Bogue Falia, La.

Improving Bogue Chitto, Louisiana: Continuing improvement, five thousand dollars. Bogue Chitto, La.

Improving channel, bay, and passes of Bayou Vermilion, Louisiana: Continuing improvement, one thousand dollars. Bayou Vermilion, La.

Improving Bayou Teche, Louisiana: Continuing improvement, ten thousand dollars. Bayou Teche, La.

Improving Mermentau River and tributaries, Louisiana: Continuing improvement, five thousand dollars. Mermentau River, La.

Improving Buffalo Bayou, Texas: Continuing improvement, twenty thousand dollars. Buffalo Bayou, Tex. Vol. 29, p. 509.

Improving Trinity River, Texas: Continuing improvement, five thousand dollars. *Post*, p. 806. Trinity River, Tex.

Improving Cypress Bayou, Texas: Continuing improvement, five thousand dollars. Cypress Bayou, Tex.

Improving Sabine River, Texas: For completion, two thousand dollars. Sabine River, Tex.

Improving Brazos River, Texas, from Richmond, southerly, by removal of snags and overhanging trees, as recommended by report of February fourteenth, eighteen hundred and ninety-five, five thousand dollars. Brazos River, Tex.

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Arkansas River, Ark. and Ind. T.
Provisos.
Protecting banks.

Improving Arkansas River, Arkansas and Indian Territory: Continuing improvement, one hundred thousand dollars: *Provided*, That the Secretary of War may, in his discretion, cause examinations and surveys to be made at or near Pine Bluff, Little Rock, Dardanelle, Van Buren, and Fort Smith, to determine whether or not, by reason of dikes or other Government works, any part of the harbors or river banks in their vicinity have been so injured or endangered that the Government should guard against or remedy the same; and for the purpose of making such surveys and works as may be found necessary to remedy and guard against such injury, the Secretary of War is authorized to set apart and use, in his discretion, a sufficient amount of this appropriation: *And provided further*, That, in the discretion of the Secretary of War, the sum of fifteen thousand dollars of the amount hereby appropriated for said river may be used in removing obstructions and operating snag boats, in addition to the amount hereinafter appropriated for that purpose.

Snag boats, additional.
Infra.

St. Francis River, Ark.
Surveys, etc.

Improving Saint Francis River, Arkansas: Continuing improvement, eight thousand dollars; and the Secretary of War is hereby directed to cause surveys to be made, and submit with his next report on Saint Francis River, plans and estimates for the improvement of said river by locks and dams to give slack-water navigation from its mouth to Wittsburg and to Marianna on L'Auguille River, its tributary, if in his judgment said improvement is practicable; the cost of the same to be paid out of this appropriation.

Arkansas River.
Removing snags. *Supra.*

Improving Arkansas River: Removing snags and operating snag boats, twenty thousand dollars.

Black River, Ark. and Mo.

Improving Black River, Arkansas and Missouri: Continuing improvement, eight thousand dollars. Of this appropriation two thousand dollars may be expended, in the discretion of the Secretary of War, in reconstructing the old dam at or near Big Island.

White River, Ark.

Improving White River, Arkansas: Continuing improvement, twenty-two thousand dollars; of which sum two thousand dollars may, in the discretion of the Secretary of War, be expended in removing obstructions in Cache River, its tributary.

Ouachita and Black Rivers, Ark and La.
Survey, etc.

Improving Ouachita and Black rivers, Arkansas and Louisiana: Continuing improvement, seventy thousand dollars; of which sum fifty thousand dollars, or so much thereof as may be necessary, shall be used by the Secretary of War for the completion of the survey of said Ouachita River heretofore authorized; and he is directed to submit as soon as practicable a plan of construction and estimates of the cost of the locks and dams necessary to give slack-water navigation.

Red River, Ark.

Improving Red River above Fulton, Arkansas: Continuing improvement, three thousand dollars.

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Improving Current River, Arkansas and Missouri: Continuing improvement, two thousand dollars. Current River, Ark. and Mo.

Improving Cumberland River, Kentucky and Tennessee: Continuing improvement, between the State of Tennessee and the town of Burnside, twenty thousand dollars, to be expended in purchasing sites for Locks and Dams Twenty-one and Twenty-two, and in laying masonry for Locks Twenty-one and Twenty-two. Cumberland River, Ky. and Tenn.

Improving Cumberland River below Nashville, Tennessee: Continuing improvement, eighty thousand dollars, of which sum shall be expended as much as may be necessary for continuing work on the lock and dam near the mouth of Harpeth River. Cumberland River, Tenn. Below Nashville.

Improving Cumberland River above Nashville, Tennessee: Continuing improvement: The Secretary of War may enter into contracts for the completion of the whole or any part of Locks Numbered Five, Six, and Seven above Nashville, or the necessary material may be purchased and the work done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred thousand dollars, exclusive of the amounts heretofore appropriated. Above Nashville.

Improving French Broad and Little Pigeon rivers, Tennessee: Continuing improvement, five thousand dollars. French Broad and Little Pigeon rivers, Tenn.

Improving Tennessee River below Chattanooga, Tennessee: Continuing improvement, fifty thousand dollars. Tennessee River, Tenn.

Improving Tennessee River above Chattanooga, Tennessee, fifteen thousand dollars, of which sum a sufficient amount shall be expended in the removal of the obstructions to navigation at Knoxville.

Improving Obion River, Tennessee, from its mouth to the town of Obion, on the Newport News and Mississippi Valley Railroad, in Obion County: Continuing improvement, six thousand dollars. Obion River, Tenn.

Improving Forked Deer River, Tennessee: For maintenance, one thousand dollars. Forked Deer River, Tenn.

Improving the north or middle fork of Forked Deer River, Tennessee, from Dyersburg to the Obion River, and from thence to the Mississippi River, and for removing bars at the intersection of the Forked Deer and Obion rivers, and for removing other bars and shoals in said river, and for deepening the channel and improving the navigation of said river, five thousand dollars.

Improving Kentucky River, Kentucky: Continuing improvement, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate one million three hundred and forty-nine thousand dollars, exclusive of the amount herein appropriated: *Provided*, That of the Kentucky River, Ky. *Provisos.* Contracts. Vol. 30, p. 46. *Post*, p. 812. Limit. Lock and Dam No. 7.

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amount authorized to be expended eighty-three thousand dollars, or so much thereof as may be necessary, may be expended, in addition to the fifty thousand dollars herein appropriated, in continuing construction and completion of Lock and Dam Numbered Seven, by contract or otherwise.

Ohio River. Falls and Indiana Chute.

Improving the Falls of the Ohio River and Indiana Chute Falls, Ohio River: Continuing improvements, ten thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate five hundred and seventeen thousand two hundred and fifty dollars, exclusive of the amount herein appropriated.

Proviso. Contracts. Vol. 30, p. 46. *Post*, p. 812. Limit.

Rough River, Ky.

Improving Rough River, Kentucky: Continuing improvement, forty-three thousand dollars.

Levisa Fork, Big Sandy River, Ky.

Improving Levisa Fork, Big Sandy River, Kentucky: For maintenance, one thousand dollars.

Tug Fork, Big Sandy River, Ky.

Improving Tug Fork, Big Sandy River, Kentucky: For maintenance, two thousand dollars.

Green River, Ky.

Improving Green River, Kentucky, about the mouth of Big Barren River: Continuing improvement of Lock Number Five, twenty thousand dollars.

Big Sandy River, Ky.

Improving Big Sandy River near Louisa, Kentucky: For continuing contruction of movable dam in accordance with the existing plans, thirty thousand dollars.

Ohio River. Dam No. 6.

Improving Ohio River, at or below the mouth of the Beaver River, by the construction of Movable Dam Numbered Six: Continuing improvement, twenty-five thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate three hundred thousand dollars, exclusive of the amount herein appropriated.

Proviso. Contracts. Limit.

Dams 2, 3, 4, and 5.

Improving Ohio River, by the construction of Dams Numbered Two, Three, Four, and Five, between Davis Island Dam and Dam Numbered Six, in accordance with the project submitted February third, eighteen hundred and ninety-six, thirty thousand dollars, twenty thousand dollars of which, or so much thereof as may be necessary, may be used for the purchase of the sites for Dams Numbered Three, Four, and Five; and if said sum shall not be sufficient, then the Secretary of War may use so much of the moneys heretofore appropriated for Dam Numbered Six as shall be requisite: *Provided*, That contracts may be entered into by the Secretary of War for the whole or any part of the material and work as may be necessary to complete said movable dams, to be paid for as appropriations may from time to time be made by law, not exceed-

Proviso. Contracts. Vol. 30, p. 46. *Post*, p. 811. Limit.

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ing in the aggregate one million nine hundred and ninety thousand dollars, exclusive of the amount herein appropriated.

Ohio River, Ohio and W. Va.

Improving Ohio River, Ohio and West Virginia: Continuing improvement, two hundred and fifty thousand dollars, of which twenty-five thousand dollars, or so much thereof as may be necessary, the Secretary of War is hereby authorized to expend in a survey of the said Ohio River from Marietta, Ohio, to the city of Pittsburg, Pennsylvania, and report the number of movable dams necessary to improve said river between said points to provide six feet of water therein at low water, and the proper location of necessary dams, as well as probable cost thereof: *Provided*, That the sum of thirty-five thousand dollars, or so much thereof as may be necessary, shall be used for snagging purposes: *And provided further*, That the sum of twenty-two thousand two hundred and fifty dollars, or so much thereof as may be necessary, shall be used, at the discretion of the Secretary of War, in the construction of three ice piers, substantially similar to those now along the Ohio River, one additional at Middleport, one at Syracuse, and one at or near the mouth of Big Hocking; the precise points for the construction of said piers at said localities shall be fixed by the Secretary of War so as to best accommodate the commerce of those sections of said river: *Provided further*, That out of said sum there shall be expended in the improvement of the harbor of Evansville, Indiana, thirty-nine thousand five hundred and ninety-two dollars: *And provided further*, That out of said sum there shall be expended for the improvement of the harbor at Golconda, on the Ohio River, in Pope County, Illinois, the sum of three thousand dollars: *And provided further*, That there shall also be expended out of said sum ten thousand dollars for the improvement and continuance of the work on the harbor at Brooklyn, Illinois: *And provided further*, That there shall also be expended out of said sum five thousand dollars for continuation of work on the improvements of the Ohio River near Mound City, Illinois.

Survey.

Provisos. Snagging.

Ice piers. Vol. 32, p. 359. *Post*, p. 988.

Location.

Evansville, Ind. Vol. 30, p. 1144. *Post*, p. 876.

Golconda, Ill.

Brooklyn, Ill.

Mound City, Ill.

Saginaw River, Mich.

Improving Saginaw River, Michigan: Continuing improvement, forty thousand dollars, of which sixteen thousand dollars shall be expended on the river above Bay City. The Secretary of War is hereby directed to cause surveys to be made and estimates of the cost of improvement of the Saginaw River from its head to a point in Saginaw Bay, with a view of securing a channel two hundred feet wide and an increase in depth to fourteen feet from the head of the river to the Third Street Bridge, so called, in Bay City, thence of the same width to Saginaw Bay with a view to securing an increase of the depth of the channel to sixteen feet; also to submit plans and estimates for improving the west channel of the Saginaw River between the Middle Ground and West

Surveys, etc., Mich.

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Bay City, with a view to securing a depth of said channel to fourteen feet; also to improve the Shiawassee River from the Saginaw River to the Bad River; Bad River to the village of Saint Charles, and the Flint River from the Shiawassee as far as practicable, to such an extent as will afford a reliable navigation for light-draft boats between Saginaw River and the village of Saint Charles and on the Flint River as far as practicable.

Belle River, Mich.

Improving Belle River, Michigan, in accordance with plans submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Sebewaing River, Mich.

Improving Sebewaing River, Michigan, in accordance with plans submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Pine River, Mich.

Improving Pine River, Michigan, in accordance with report submitted December seventh, eighteen hundred and ninety-five, five thousand dollars.

Grand River, Mich.

Improving Grand River, Michigan: Continuing improvement, in accordance with the modified project for constructing an open ten-foot channel of navigable width, fifty thousand dollars.

Black River, Mich.

Improving mouth of Black River, [a] Michigan: Continuing improvement, four thousand dollars.

Clinton River, Mich.

Improving Clinton River, Michigan: Continuing improvement, ten thousand dollars.

Rouge River, Mich.

Improving Rouge River, Michigan: Continuing improvement, five thousand dollars.

Detroit River, Mich.

Improving Detroit River, Michigan, by removal of shoals from the city of Detroit to Lake Erie: Continuing improvement, thirty thousand dollars.

Black River, Mich.

Improving Black River, at Port Huron, Michigan: Continuing improvement up to Washington avenue, four thousand dollars.

Waterway, Keweenaw Bay to Lake Superior.

Improving the water communication across Keweenaw Point, Lake Superior, from Keweenaw Bay to Lake Superior, in the State of Michigan: Continuing improvement in accordance with the existing project, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the present project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate one million and sixty-five thousand dollars, exclusive of the amount herein and heretofore appropriated.

Proviso. Contracts.

Limit.

St. Joseph River, Mich.

Improving Saint Joseph River, Michigan: Continuing improvement, five hundred dollars.

Kalamazoo River, Mich.

Improving Kalamazoo River, Michigan, from Lake Michigan to Saugatuck, in accordance with the alternative project submitted January twenty-eighth, eighteen hundred and ninety-six, five thousand dollars.

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[a] Empties into St. Clair River.

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Improving Chippewa River, including Yellow Banks, Wisconsin: Continuing improvement, ten thousand dollars. Chippewa River, Mich.

Improving Fox River, Wisconsin: Continuing improvement, thirty-seven thousand five hundred dollars, of which said sum one thousand five hundred dollars, or as much thereof as may be necessary, shall be used to remove bars and snags from the Wolf River, below Shawano, Wisconsin; and three thousand five hundred dollars, or as much thereof as may be necessary, shall be used in providing a harbor of refuge on the east shore of Lake Winnebago, Wisconsin, at one of the several landings on said shore, the location of which said harbor of refuge shall be determined by the Government engineer. Fox River, Wis. Distribution.

For a thorough investigation of the character, limitations, and description of the property and rights of the United States in connection with the improvement of the Fox and Wisconsin rivers, to be made under the direction of the Secretary of War, upon condition that the owners of any property which may be interested in such delimitation shall pay such proportion of the cost of such investigation as the Secretary of War shall determine, three thousand dollars. Investigation of rights, etc.

And the Secretary of War is directed by the use of flash-boards or otherwise, to make avail of all the natural flow of water, and prevent waste thereof, to the height to which the right of the United States to hold the same has been established, and without interfering with private rights. Restraining flow of water.

Improving Menominee River, Wisconsin and Michigan: Continuing improvement, fifteen thousand dollars, of which said sum an amount sufficient shall be used— Menominee River, Wis. and Mich.

First. To widen the main channel to a width of two hundred and fifty feet for a distance of six hundred feet down the river from the present west line of the channel, and to deepen the same to a depth of sixteen feet. Distribution.

Second. To extend the present main channel from its west line up the river a distance of four hundred and twenty-five feet to the west line of Wells street, with a width of seventy-five feet and a depth of sixteen feet, the south line of said extension to be the south line of the main channel extended.

Improving Saint Croix River, Wisconsin and Minnesota: Continuing improvement, fifteen thousand dollars, of which sum ten thousand dollars, or so much thereof as may be necessary, shall be used in improving the harbor and water front of Stillwater, Minnesota, so as to render it accessible to steamboats and other craft navigating said river. St. Croix River, Wis. and Minn.

Improving Red River of the North, Minnesota, and its tributaries: Continuing improvement, twenty thousand dollars, of which sum five thousand dollars, or so much thereof as may be necessary, shall be used in improving Red River of the North, Minn.

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the navigation of the Red Lake River between Thief River Falls and Red Lake, according to the plan of Major W. A. Jones in his report of February twenty-sixth, eighteen hundred and ninety-five.

Minnesota River, Minn.

Improving Minnesota River, Minnesota: Continuing improvement, four thousand dollars.

Wabash River, Ind. and Ill.

Improving Wabash River, Indiana and Illinois, above Vincennes: Continuing improvement, six thousand dollars.

Improving Wabash River, Indiana and Illinois, below Vincennes: Continuing improvement, fifteen thousand dollars.

White River, Ind.

Improving White River, Indiana: Completing improvement, two thousand five hundred dollars.

Calumet River, Ill.

Improving Calumet River, Illinois: Continuing improvement, fifty thousand dollars, and so much thereof as may be necessary may be used for dredging to a depth of twenty feet between the mouth of the river and a point two miles southward.

Illinois River, Ill.

Improving Illinois River, Illinois: Continuing improvement, forty thousand dollars.

Illinois and Mississippi Canal.

For the construction of the Illinois and Mississippi Canal: Continuing construction, twenty-five thousand dollars, and for acquiring right of way, including necessary surveys, twenty thousand dollars: *Provided*, That the Secretary of War may enter into contracts for the whole or any part of such material and work as may be necessary to complete the present project of said Illinois and Mississippi Canal, or the said materials may be purchased and the work done otherwise than by contract, and to acquire such further right of way as may be necessary for the said canal, to be paid for as appropriations may from time to time be made by law not to exceed in the aggregate five million seven hundred and ten thousand nine hundred and sixty dollars, exclusive of the amount herein and heretofore appropriated: *Provided*, That in making such contract or contracts, the Secretary of War shall not obligate the Government to pay in any one fiscal year, beginning July first, eighteen hundred and ninety seven, more than twenty-five per centum of the whole amount authorized to be expended: *And provided further*, That in acquiring right of way the Secretary of War may make agreements for joint user where the canal crosses other lines of transportation if such agreements can be made upon reasonable terms: *Provided further*, That in acquiring right of way by agreement or otherwise for the crossing of existing public highways over the parts of the canal constructed on land, the basis of agreement or condemnation shall be the construction and maintenance of bridges by the United States Government, as provided for in the detailed plans and estimates heretofore submitted to Congress, but this provision shall not apply to bridges constructed over public waters of the United States now occupying part of the line of the said

Provisos. Contracts.

Limit.

Rights of way.

Basis of agreement.

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canal, nor to bridges constructed after the completion of said canal or part thereof adjacent to the bridge sites: *Provided further*, That in the event that the Secretary of War shall be unable to obtain such right of way as may be necessary in the prosecution of this work, upon reasonable terms by agreement, purchase, or voluntary conveyance, he is hereby authorized to apply at any term of the circuit or district court of the United States for the northern district of Illinois, and in the name of the United States institute and carry on proceedings to condemn such lands as may be necessary for right of way as aforesaid; and in such proceedings said court shall be governed by the laws of the State of Illinois so far as the same may be applicable to the subject of condemning private property for public use.

Condemnation.

For improving the Chicago River, in Illinois, from its mouth to the stock yards on the South Branch and to Belmont avenue on the North Branch, as far as may be permitted by existing docks and wharves, to be dredged to admit passage by vessels drawing sixteen feet of water, according to the recommendation of Captain W. L. Marshall, of the Corps of Engineers of the United States Army, in his report [a] under date of August ninth, eighteen hundred and ninety-three: Continuing improvement, fifty thousand dollars: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete the said project of improvement, to be paid for as appropriations may from time to time be made by law, not to exceed in the aggregate six hundred and fifty thousand dollars, exclusive of the amount herein and heretofore appropriated.

Chicago River, Ill. Vol. 30, p. 47. *Post*, p. 818.

Proviso. Contracts.

Limit.

Reservoirs at the head waters of the Mississippi River: Continuing improvement, eighty thousand dollars.

Mississippi River. Reservoirs.

Improving the Mississippi River between the Chicago, Saint Paul, Minneapolis and Omaha Railroad bridge at Saint Paul and the Washington avenue bridge at Minneapolis: Continuing improvement, one hundred thousand dollars.

From St. Paul to Minneapolis.

Improving the Mississippi River from the mouth of the Ohio River to Saint Paul, Minnesota: Continuing improvement, four hundred and seventy-five thousand dollars, of which amount two hundred thousand dollars shall be expended on that portion of said river from Saint Paul to the mouth of the Missouri River, and two hundred and seventy-five thousand dollars from the mouth of the Missouri River to the mouth of the Ohio River: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to

From mouth of the Ohio to St. Paul, Minn. Distribution.

Provisos.

Contracts.

[a] The sundry civil act approved June 4, 1897, declares the meaning of this paragraph in relation to the scope of the adopted project.

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carry on continuously the systematic improvement of the Mississippi River between the points mentioned, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate five million twenty-five thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, said contracts and materials purchased and work done otherwise than by contract for the section of said river between Saint Paul and the mouth of the Missouri River shall not exceed two hundred thousand dollars, and thereafter shall not exceed for the three years beginning July first, eighteen hundred and ninety-seven, the sum of eight hundred and twenty-six thousand six hundred and sixty-six dollars and sixty-seven cents annually: *Provided further*, That such contracts and materials purchased and work done otherwise than by contract for that section of the said river between the mouth of the Missouri and the mouth of the Ohio River for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, shall not exceed the sum of three hundred and twenty-five thousand dollars, and thereafter for the three years commencing July first, eighteen hundred and ninety-seven, shall not exceed the sum of six hundred and seventy-three thousand three hundred and thirty-three dollars and thirty-three cents annually: *And provided further*, That any balance of former appropriations now available and the money hereby appropriated and authorized to be expended for the said section of said river between the mouth of the Missouri River and the mouth of the Ohio River, or so much thereof as may be necessary, shall be expended in the construction of suitable dredge boats, portable jetties, and other suitable appliances, and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Saint Louis to Cairo not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year except when navigation of the river is closed by ice.

Limitations.

St. Paul to mouth of Missouri River.

Mouth of Missouri to the Ohio.

Dredge boats, jetties, etc.

Specific objects.

Protection, etc., mouth of Missouri.

That of the money herein appropriated for the improvement of the Mississippi River between Cairo and the mouth of the Missouri River there may be expended, under the direction of the Secretary of War, not exceeding fifty thousand dollars, or so much thereof as may be necessary, in order to improve the channel of the river, and to protect the east bank of the Mississippi River from caving in and being washed away at or near a point opposite the mouth of the Missouri River and extending south along said east bank, and thirty thousand dollars, or so much thereof as may be necessary, shall be expended in removing the bar in front of Chester, Illinois, and protecting the west bank of the Mississippi River opposite Chester.

Bar, Chester, Ill.

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That of the money herein appropriated and authorized to be expended for the improvement of the Mississippi River from Saint Paul to the mouth of the Missouri River there shall be expended the following respective amounts, or so much thereof as may be necessary, under the direction of the Secretary of War, in improvements at the following places, to wit:

Sny Island levee, etc.

For the protection from erosion of the east bank of the Mississippi River along and in front of the Sny Island Levee in the counties of Adams, Pike, and Calhoun, in the State of Illinois and for the improvement and maintenance of the channel of the river, by revetment work or otherwise, not exceeding fifty thousand dollars, or so much thereof as may be necessary, in the opinion of the Secretary of War.

Dubuque, Iowa.

For the removal of the bar in the Mississippi River, on the east side thereof, opposite the city of Dubuque, in the State of Iowa, five thousand dollars.

Warsaw to Quincy, Ill., banks.

For the repair and maintenance of the natural and artificial banks of the Mississippi River from Warsaw to Quincy, in the State of Illinois, five thousand dollars.

Quincy, Ill.

For dredging the channel at Quincy Bay, at Quincy, in the State of Illinois, fifteen thousand dollars.

For removing the sand bar in front of the steamboat landing at Quincy, in the State of Illinois, ten thousand dollars.

Rock Island, Ill.

For maintaining the harbor at Rock Island, Illinois, five thousand dollars.

La Crosse, Wis.

For maintaining the harbor at La Crosse, Wisconsin, five thousand dollars.

Lake Pepin, Minn.

For the purpose of constructing a harbor of refuge on the west shore of Lake Pepin, Mississippi River, at or near Kings Coulee, between Lake City and Reeds Landing, Minnesota, thirty thousand dollars.

Mouth of Flint to the Iowa.

For the purpose of continuing the work of constructing artificial banks between the mouth of Flint River, in Des Moines County, Iowa, and running along the west bank of the Mississippi River to the mouth of the Iowa River, seventy-five thousand dollars.

Surveys, etc.

And the Secretary of War, out of the money herein appropriated and authorized to be expended for the improvement of the Mississippi River from Saint Paul to the mouth of the Missouri River, shall cause surveys to be made and cost of improvements to be estimated as follows:

Drurys Landing, Ill., to New Boston.

On the east side of the Mississippi River, commencing at Drurys Landing, in Rock Island County, State of Illinois, and running along the east bank of said river to New Boston, with a view to the improvement of navigation by preventing the overflow of the natural and artificial banks, and by deepening the channel; also along the east bank of said river, from at or near the city of Oquawka, Illinois, to at or near Dallas City, in the said State, with a view to the improvement of navigation by preventing the overflow of the natural and artificial banks

Oquawka, Ill.

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and by deepening the channel; also on the west side of said river from the bluff above the city of Madison, Lee County, in the State of Iowa, along the west bank of said river to the mouth of Skunk River, in said Lee County, and along the west bank of the Mississippi River from the mouth of the Iowa River, in Louisa County, to the city of Muscatine, in Muscatine County, Iowa, with a view of improving the navigation by preventing the overflow of the natural and artificial banks and by deepening the channel.

Madison to Muscatine, Iowa.

Lagrange to Hannibal, Mo.

Also on the west side of the Mississippi River, commencing at a point near Lagrange, in the County of Lewis and State of Missouri, above high water, running along the bank of the river to a point near the railroad bridge over the Mississippi River, near and above the city of Hannibal, in the county of Marion and State of Missouri, with the view of improving navigation by preventing the water from overflowing the natural and artificial banks along that part of the river and deepening the channel.

Egyptian levee.

Also of the Egyptian levee, beginning at a point on the Des Moines River, in the county of Clark, State of Missouri, running along the south bank of said river to or near the Mississippi River at Alexandria, thence along the west bank of said river to terminus of said Egyptian levee [a], and estimate the cost of raising and strengthening said levee so as to confine the water to the river and thereby deepen the channel and improve navigation.

Mississippi River Commission. Head of Passes to the Ohio. Expenses, etc.

Improving Mississippi River from Head of Passes to the mouth of the Ohio River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Mississippi River Commission: Continuing improvement, six hundred and twenty-five thousand dollars, which sum shall be expended under the direction of the Secretary of War, in accordance with the plans, specifications, and recommendations of the Mississippi River Commission, as approved by the Chief of Engineers, for the general improvement of the river, for the building and repairing of levees, and for surveys, including the continuation of the survey between Head of Passes and the head waters of the river, such improvement, surveys, building and repairs of levees to be made and carried on in such manner as in their opinion shall best improve navigation and promote the interests of commerce at all stages of the river: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such materials and work as may be necessary to carry on continuously the plans of the Mississippi River Commission as aforesaid, or said materials may be purchased and work done otherwise than by con-

Provisos. Contracts.

[a] The survey thus called for embraced the territory inclosed by the Des Moines and Fox rivers and their levees, and extended along the Mississippi River from Des Moines River to Canton, Mo.

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tract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate eight million three hundred and seventy-five thousand dollars, exclusive of the amount herein appropriated: *Provided further*, That for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, said contracts, and materials purchased, and work done otherwise than by contract shall not exceed the sum of six hundred and twenty-five thousand dollars, and thereafter shall not exceed the sum of two million five hundred and eighty-three thousand three hundred and thirty-three dollars annually for the three years beginning July first, eighteen hundred and ninety-seven: *Provided further*, That the money hereby appropriated and authorized to be expended in pursuance of said contracts, or so much thereof as may be necessary, shall be expended in the construction of suitable dredge boats and other devices and appliances, and in the maintenance and operation of the same, with the view of ultimately obtaining and maintaining a navigable channel from Cairo down, not less than two hundred and fifty feet in width and nine feet in depth at all periods of the year except when navigation is closed by ice: *Provided further*, That of the sum hereby appropriated and authorized to be expended, the sum of sixty-four thousand dollars shall be expended in the rectification of the banks at Greenville, Mississippi, and sixty-four thousand dollars in the rectification of the banks at Helena, Arkansas, according to late plans submitted by Captain Graham D. Fitch, Corps of Engineers, and sixteen thousand dollars in the rectification of the banks at New Madrid, Missouri.

Limitations.

Vol. 30, pp. 47, 217. *Post*, pp. 814, 808.

Dredge boats, etc.

Rectifying banks.

Greenville, Miss.

Helena, Ark.

New Madrid, Mo.

For work in accordance with the plans and specifications of the Mississippi River Commission:

Specified objects.

At the harbor of New Orleans, Louisiana: Continuing improvement, one hundred and ten thousand dollars;

New Orleans.

At the harbor of Natchez and Vidalia, Mississippi and Louisiana, sixty-four thousand dollars;

Natchez, Miss., Vidalia, La.

For rectification of Red and Atchafalaya rivers, Louisiana: Continuing improvement, forty thousand dollars;

Red and Atchafalaya rivers.

At the harbor of Memphis, Tennessee, seventy thousand dollars; of which thirty-five thousand dollars shall be expended in dredging and improving Wolf River from its mouth to the county bridge on Second street, not exceeding two and a half miles up said stream.

Memphis.

Improving Gasconade River, Missouri: Continuing improvement, five thousand dollars; and improving Osage River, Missouri: Continuing improvement, fifty thousand dollars, to be expended by the Missouri River Commission.

Missouri River Commission.

Gasconade and Osage rivers, Mo.

Improving Missouri River, including salaries, clerical, office, traveling, and miscellaneous expenses of the Missouri River Commission, survey, permanent bench marks and gauges: Continuing improvement, three hundred

Expenses, etc.

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thousand dollars, to be expended under the direction of the Secretary of War in the systematic improvement of the river according to the plans and specifications of the Missouri River Commission, as approved by the Chief of Engineers: *Provided*, That on and after the passage of this Act additional contracts may be entered into by the Secretary of War for such material and work as may be necessary to carry on continuously the plans of the Missouri River Commission for the improvement of said river, or said material may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law, not exceeding in the aggregate three hundred thousand dollars per annum for three years, commencing July first, eighteen hundred and ninety-seven.

Proviso. Contracts.

Limitation. Vol. 30, pp. 781, 782. *Post*, p. 836.

Specified objects.

Of the money hereby appropriated and hereby authorized to be contracted for, there may be expended, in the discretion of said Commission, for the purpose of improving the channel by preventing erosion of the banks, not exceeding seventy thousand dollars at Omaha and Council Bluffs, or so much thereof as may be necessary; at Rocheport not exceeding fifty thousand dollars, or so much thereof as may be necessary; at Glasgow and for protecting the shore line above Glasgow from the foot of Bowling Green Bend to the head of Harrison's Island not exceeding eighty thousand dollars, or so much thereof as may be necessary; at Miami not exceeding sixty-five thousand dollars, or so much thereof as may be necessary; at Saint Charles not exceeding fifty thousand dollars, or so much thereof as may be necessary; at and near the mouth of the Little Blue in Jackson County, Missouri, not exceeding twenty thousand dollars, or so much thereof as may be necessary; on the banks of the river opposite Leavenworth and Atchison not exceeding fifteen thousand dollars at each of said localities, or so much thereof as may be necessary; at Nebraska City not exceeding twenty-five thousand dollars, or so much thereof as may be necessary: *Provided*, That the Commission may also expend such amounts as may be absolutely necessary at any time in the improvement of the channel by preventing erosion of the banks at other harbors and localities on the river.

Omaha and Council Bluffs.

Rocheport.

Glasgow, etc.

Miami.

St. Charles.

Mouth of Little Blue.

Leavenworth and Atchison.

Nebraska City.

Necessary works.

Missouri River.

Stubbs Ferry, Mont., to Sioux City, Iowa.

Improving the upper Missouri River between Stubbs Ferry, in Montana, and the lower limits of Sioux City, Iowa, two hundred and twenty thousand dollars, of which, in the discretion of the Secretary of War, fifty thousand dollars may be expended in the protection and completion of the works at Sioux City; fifty thousand dollars, or so much thereof as may be necessary, for the protection of the caving bank from a point three hundred feet above the upper to the lower revetment already constructed on the South Sioux City front, as recommended in House Executive Document Numbered Forty-eight,

Sioux City.

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Fifty-third Congress, third session; fifty thousand dollars in the rectification of the river at Pierre and Fort Pierre; forty thousand dollars for the protection of Bismarck Harbor and the rectification of the river to prevent erosion of the banks, and cutting a new channel at or near that point; twenty thousand dollars between the Great Falls, in Montana, and Stubbs Ferry, in Montana: *Provided*, That subject to such conditions as the Secretary of War may prescribe, any person, company, or corporation may construct a dam or dams across said river above Stubbs Ferry, with necessary canal and improvements to develop water power and for other useful purposes; forty thousand dollars at Yankton, and twenty thousand dollars for improvement of river at Elk Point, which shall be immediately available.

Pierre, S. Dak.
Bismarck.
Great Falls to Stubbs Ferry.
Proviso.
Dams permitted.
Yankton.
Elkpoint.

Improving upper Missouri River by snagging, fifty thousand dollars.

Snagging.

Improving Flathead River, Montana, ten thousand dollars, which sum shall be expended in snagging from Demersville to the Flathead Lake, in accordance with the plan submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five.

Flathead River, Mont.

Improving Yellowstone River, Montana: Continuing improvement, ten thousand dollars, which sum shall be expended at or near Glendive, Montana.

Yellowstone River, Mont.

Improving Missouri River, at and near Great Falls, Montana, fifteen thousand dollars.

Missouri River, Great Falls, Mont.

Improving Sacramento and Feather rivers and their tributaries, California: The Secretary of War is hereby authorized and directed to appoint a board, consisting of three engineers of the United States Army, for the purpose of making surveys and examinations of said rivers, and submit the most feasible plan for the improvement of said rivers and the maintenance of navigation thereon, and to have charge of the work by them recommended as appropriations are made therefor; said board may, under the direction of said Secretary of War, expend any balance now remaining to the credit of said rivers in the improvement of the same, after deducting the expense of said surveys and examinations.

Sacramento and Feather rivers, Cal.
Board of officers to submit plans, etc.

For the construction of restraining barriers for the protection of the Sacramento and Feather rivers in California, two hundred and fifty thousand dollars; such restraining barriers to be constructed under the direction of the Secretary of War in accordance with the recommendations of the California Débris Commission, pursuant to the provisions of, and for the purposes set forth in, section twenty-five of the Act of the Congress of the United States, entitled, "An Act to create the California Débris Commission and regulate hydraulic mining in the State of California," approved March first, eighteen hundred and ninety-three: *Provided*, That the Treasurer of the United States be, and he is hereby, authorized to receive from the State of California, through the Débris

Restraining barriers as recommended by Débris Commission.
Vol. 27, p. 511.
Ante, p. 665.
Vol. 31, p. 586.
Post, p. 922.
Proviso.
Receipt and use of State appropriations.

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Commission of said State, or other officer thereunto duly authorized, any and all sums of money that have been, or may hereafter be, appropriated by said State for the purposes herein set forth. And said sums when so received are hereby appropriated for the purposes above named, to be expended in the manner above provided.

San Joaquin River, Cal.

Improving San Joaquin River, California: Completing cuts at Twenty-one Mile Slough, twenty thousand dollars, or so much thereof as may be necessary; and completing cut at Head Reach, thirty-seven thousand seven hundred and fifty dollars, or so much thereof as may be necessary; and the balance of twenty-four thousand dollars heretofore appropriated may be used in dredging Stockton and Mormon channels to the head of navigation in the city of Stockton.

Napa River, Cal.

Improving Napa River, California: Continuing improvement, four thousand dollars.

Upper Columbia and Snake rivers.

Improving upper Columbia River from the mouth, including Snake River as far up as Asotin, Oregon and Washington: Continuing improvement, five thousand dollars.

The Dalles Rapids boat railway, etc.

Vol. 27, p. 109.

Ante, p. 640.

Improving Columbia River, Oregon and Washington, at Three Mile Rapids, and the construction and equipment of a boat railway from the foot of The Dalles Rapids to the head of Celilo Falls, in the State of Oregon, the same to be constructed under the direction of the Secretary of War in accordance with the plans and specifications of the Engineer Department of the United States, one hundred and fifty thousand dollars.

Willamette River, Oreg., lower.

Columbia River, below the Willamette.

Improving lower Willamette River in front of and below Portland, Oregon, and Columbia River below the Willamette River in Oregon and Washington: Continuing improvement, one hundred thousand dollars.

Columbia River at the Cascades.

Maintenance, etc.

Improving Columbia River at the Cascades, Oregon, fifty thousand dollars, for maintaining and protecting existing works and for modifications required to increase the navigable capacity of the canal, twenty thousand dollars of which, or so much thereof as may be necessary, shall be immediately available for expenditure in the discretion of the Secretary of War in constructing on the land and river sides of the canal, between the upper lock gate masonry and the upper guard gate masonry, such portions of the walls proposed in the modified project presented by the Board of Engineers in its report of October eighteenth, eighteen hundred and ninety-four (which report was printed in the Annual Report of the Chief of Engineers for the year eighteen hundred and ninety-five, part five, pages thirty-five hundred and seventy-six and following), as may be necessary to construct in advance of the opening of the canal to commerce.

Coquille River, Oreg.

Improving Coquille River, Oregon: Continuing improvement, twenty thousand dollars.

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Improving the mouth of Siuslaw River: Continuing improvement, twenty-seven thousand dollars. Siuslaw River.

For gauging waters of the Columbia River, measuring tidal and river volumes, one thousand dollars. Gauging Columbia River.

Improving upper Coquille River, between Coquille City and Myrtle Point, Oregon: Continuing improvement, twelve thousand dollars. Coquille River, Oreg.

Improving Umpqua River, Oregon: Completing improvement, six thousand dollars. Umpqua River, Oreg.

Improving Coos River, Oregon: Completing improvement in accordance with plans submitted January nineteenth, eighteen hundred and ninety-five, five thousand dollars. Coos River, Oreg.

Improving Alsea River, Oregon: Completing improvement in accordance with plans submitted January nineteenth, eighteen hundred and ninety-five, three thousand dollars. Alsea River, Oreg.

Improving Nestucca River, Oregon, from town of Woods to the Ocean, in accordance with plans submitted January eighteenth, eighteen hundred and ninety-five: Completing improvement, six thousand dollars. Nestugga River, Oreg.

Improving Willamette and Yamhill rivers, Oregon, forty thousand dollars, to be expended in accordance with report submitted February twenty-first, eighteen hundred and ninety-six, for Willamette River from Portland to Eugene, and in accordance with report of survey, dated March sixth, eighteen hundred and ninety-five, for lock and dam on Yamhill River: *Provided*, That contracts may be entered into by the Secretary of War for such materials and work as may be necessary to complete said improvements, or said materials may be purchased and work may be done otherwise than by contract, to be paid for as appropriations may from time to time be made by law not exceeding in the aggregate two hundred thousand dollars, including the amount herein appropriated: *And provided further*, That the sum of ten thousand dollars, or so much thereof as may be necessary, shall be available for the purchase or construction of a snag boat with suitable appliances: *Provided further*, That the Secretary of War may, in his discretion, use so much of the money herein appropriated as may be necessary to prevent the erosion of the west bank of the Willamette River, opposite Salem, Oregon, and to maintain the river channel at that point. Willamette and Yamhill rivers, Oreg. *Provisos.* Contracts. Snag boat. Maintaining channel, etc.

Improving Columbia River below Tongue Point, by way of the South Channel in front of Astoria, Oregon, in accordance with project submitted in the Annual Report of the Chief of Engineers for eighteen hundred and ninety-five. Fifty thousand dollars of the balance on hand to the credit of the mouth of the Columbia River improvement is hereby authorized to be expended on this work, in the discretion of the Secretary of War. Columbia River, Astoria, Oreg., etc. Vol. 28, p. 359. *Ante*, p. 706.

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Clearwater River, Idaho.

For improving Clearwater River, Idaho: Continuing improvement, twenty-five thousand dollars.

Kootenai River, Idaho.

For improving Kootenai River, in Idaho, between Bonners Ferry and the international boundary line: Completing improvement, five thousand dollars.

Cowlitz River, Wash.

Improving Cowlitz River, Washington: Continuing improvement, three thousand dollars.

Puget Sound, Wash.

Improving Puget Sound and its tributary waters, Washington: Continuing improvement, including the rivers Skagit, Nooksak, Duwamish, and Puyallup, seventy-five thousand dollars, of which sum so much thereof as may be necessary may be used for the rebuilding of a snag boat.

Waterway, Puget Sound to lakes Union and Washington.

For dredging Salmon Bay and improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington by enlarging the said waterway into a ship canal, with the necessary locks and appliances in connection therewith, one hundred and fifty thousand dollars: *Provided*, That no part of said amount shall be expended on the improvement of the waterway connecting the waters of Puget Sound with lakes Union and Washington until the entire right of way and a release from all liability to adjacent property owners have been secured to the United States, free of cost and to the satisfaction of the Secretary of War; said canal to be constructed either by the Smiths Cove route or by the Shilshole Bay route in the discretion of the Secretary of War.

Proviso. Right of way to be first obtained.

Location of canal.

Chehalis River, Wash.

Improving Chehalis River, Washington: For snagging, three thousand dollars.

Swinomish Slough, Wash.

Improving Swinomish Slough, Washington: Continuing improvement in accordance with existing plan, twenty-five thousand dollars.

Columbia River, mouth of Willamette to Vancouver, Wash.

Improving Columbia River between the mouth of the Willamette River and the city of Vancouver, Washington: Completing improvement, sixty-seven thousand dollars.

Compilation of laws relating to navigable waters to be prepared, etc.

SEC. 2. That the Secretary of War is directed to cause to be prepared a compilation [a] of all general laws that have been enacted from time to time by Congress for the maintenance, protection, and preservation of the navigable waters of the United States which are now in force, and to submit the same to Congress at its session in December next, together with such recommendation as to revision, emendation, or enlargement of the said laws as, in his judgment, will be advantageous to the public interest.

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[a] This compilation, together with the recommendation called for, is printed as House Doc. No. 293, Fifty-fourth Congress, second session, and in the Annual Report of the Chief of Engineers for 1897, Part 6, p. 4137 et seq.

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Ohio River. Permanent appropriation for snag boats increased. Vol. 26, p. 455. *Ante*, p. 584.

SEC. 3. That section thirteen of "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," approved September nineteenth, eighteen hundred and ninety, is hereby amended by inserting the words "fifty thousand dollars" in lieu of the words "twenty-five thousand dollars" therein contained.

Appropriation for examinations, surveys, etc.

SEC. 4. That for preliminary examinations, surveys, except where otherwise herein especially provided for, contingencies, expenses connected with inspection of bridges, the service of notice required in such cases, the examination of bridge sites and reports thereon, and for incidental repairs for which there is no special appropriation for rivers and harbors, two hundred thousand dollars: *Provided*, That no preliminary examinations, survey, project, or estimate for new works other than those designated in this Act shall be made: *And provided further*, That after the regular or formal report on any examination, survey, project, or work under way or proposed is submitted, no supplemental or additional report or estimate for the same fiscal year shall be made unless ordered by a concurrent resolution of Congress. The Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this Act until funds for the commencement of the proposed work shall have been actually appropriated by law.

Provisos. Restriction.

No supplemental report to be made.

Projects to be appropriated for before entered upon.

Limitation on contracts.

SEC. 5. That under the authority to make contracts for materials and work, under the provisions of this Act, in addition to the sums appropriated herein, the Secretary of War shall not obligate the Government to pay, in any one fiscal year, beginning July first, eighteen hundred and ninety-seven, more than four hundred thousand dollars upon the said contracts for any one of the works herein placed under the contract system, except as herein otherwise specifically authorized to do; *Provided* any part of the annual allotment herein provided for, not earned and paid for material furnished or work done in one fiscal year, may be paid for material furnished and work done under the contracts in any subsequent fiscal year: *Provided further*, That nothing herein contained shall be so construed as to prevent the Secretary of War from making contracts for the whole or any part of the works placed under the contract system in such manner as may be deemed best, payments, however, to be made as stated in this section.

Provisos. Annual allotments to continue available.

Control of contracts.

Compilation to be made of examinations, surveys, projects, appropriations, etc.

SEC. 6. The Secretary of War is hereby authorized and directed to cause to be made and transmitted to the first session of the Fifty-fifth Congress a compilation [a] giv-

[a] The compilation called for by this section is printed as House Doc. No. 482, Fifty-fifth Congress, second session. It is superseded by a similar compilation, required by section 13 of the river and harbor act approved June 13, 1902, and printed as House Doc. No. 421, Fifty-seventh Congress, second session.

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Vol. 32, p. 375. Post, p. 1011.

ing a complete list of all the preliminary examinations that have heretofore been made, date of report, with a statement as to each, whether favorable or unfavorable for survey; also a complete list of all surveys that have heretofore been made, with a statement as to each, whether favorable for adoption or unfavorable, and date of report, amount recommended for completion and amount recommended for each to be expended during the fiscal year beginning July first, eighteen hundred and ninety-eight, by both the Chief of Engineers and the engineer in charge; also a complete list of all projects now under construction or maintenance, together with the year when adopted, and if modified, when, the total amount expended on each project and estimate of amount required to complete the same, and amount recommended by the Chief of Engineers and by the Engineer in charge to be expended during the fiscal year beginning July first, eighteen hundred and ninety-eight, the amount apppropriated for each project by this Act, making reference to the report of the Chief of Engineers where report of each project is given, together with a statement containing the amount of the unexpended balance to the credit of each project July first, eighteen hundred and ninety-seven, whether under construction, work suspended, or appropriation made and work not commenced; also the total amounts appropriated heretofore for the improvement and maintenance of the rivers and the total amounts heretofore appropriated for the improvement and maintenance of harbors in each river and harbor act; also the total amount of appropriation by States for the improvement of rivers and harbors.

Appropriations by States.

Employment of retired officers permitted. Vol. 28, p. 205.

SEC. 7. That section two of the act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-five, and for other purposes, approved July thirty-first, eighteen hundred and ninety-four, shall not be so construed as to prevent the employment of any retired officer of the Army or Navy to do work under the direction of the Chief of Engineers of the United States Army in connection with the improvement of rivers and harbors of the United States, or the payment by the proper officer of the Treasury of any amounts agreed upon as compensation for such employment.

Preliminary examinations.

SEC. 8. That the Secretary of War is hereby directed to cause preliminary examinations to be made at the following localities, to wit:

Alabama.

ALABAMA.

Beginning at a point at or near the site selected for Lock Numbered Thirteen on the Warrior River, and continuing up Valley River from its mouth, following the

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general course of said stream to Bessemer, Alabama, thence up the valley to Birmingham and beyond to Five Mile Creek, at a point where sufficient head can be obtained to supply water for that part of said canal between Five Mile Creek and Bessemer, Alabama. Said channel to have a minimum depth of six feet and be at least fifty feet in width at the water line.

CALIFORNIA. California.

Humboldt Harbor, dredging same along city front.

Napa River, to straighten channel from Napa to a point south of Carrs Bend and to make cut through Carrs Bend.

Petaluma Creek; straighten channel from railroad bridge to Donohue Landing.

Suisun Creek.

DELAWARE. Delaware.

Saint Jones River.

Cedar Creek.

Mispillion River.

FLORIDA. Florida.

Jupiter Inlet.

Hillsboro Bay, from its confluence with Tampa Bay, through Hillsboro Bay and River to the city of Tampa.

Crystal River.

Cedar Keys.

Clearwater Harbor.

Inside passage from Punta Rassa to Charlotte Harbor.

Orange River or Creek, to its confluence with the Caloosahatchee River and thence to the Gulf of Mexico.

Chipola River, from Marianna to its connection with the Apalachicola River.

ILLINOIS. Illinois.

The upper Illinois River and lower Des Plaines River, with a view to extension of navigation from Illinois River to Lake Michigan at or near Chicago.

KANSAS. Kansas.

Neosho River, from the north line of Neosho County to the south line of Labette County, with a view to straightening and otherwise improving the channel of said river.

KENTUCKY. Kentucky.

Treadwater [Tradewater] River.

LOUISIANA. Louisiana.

Bayou Grossetete.

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Maine.

MAINE.

Union River, near the city of Ellsworth, in Hancock County.

South channel of branch of Penobscot River, in Frankfort, in Waldo County, with view of removing an old wreck, and estimate of cost thereof.

Boothbay Harbor.

Chandlers River, with a view to its improvement by dredging from its mouth to the wharves at Jonesboro.

Massachusetts.

MASSACHUSETTS.

Salt Pond and Herring River, in Harwich.

The approaches to the Cape Cod ship canal [a].

Gurnet Rock and other rocks at mouth of Plymouth Harbor.

Duxbury Beach, with view to protection of harbor.

Duxbury Harbor, with view to widening and deepening improvement.

Michigan.

MICHIGAN.

Raisin River, in Monroe County, from mouth to Government Canal to the wharves [b].

Huron River, from mouth to the point of crossing by the Michigan Central Railroad.

Minnesota.

MINNESOTA.

Mille Lacs Lake, with a view to the construction of a dam at the outlet on section thirty-three, township thirty-three north, in range twenty-seven west, in Mille Lacs County, for the aid of navigation on the Mississippi River, the same to be part of the general Upper Mississippi River reservoir system.

Otter Tail Lake and Otter Tail River, with a view to the construction of a dam at the outlet of said lake, for the purpose of improving the navigation on the Red River of the North.

Red Lake and Red Lake River, with a view to the construction of a dam with locks at the outlet of said lake, for the purpose of improving the navigation of the Red River of the North and said Red Lake River.

Mississippi.

MISSISSIPPI.

Homochitto River, from mouth to the Yazoo and Mississippi Valley Railroad.

Coldwater River.

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[a] This canal has not been constructed. The approaches referred to are doubtless Buzzards and Barnstable bays.

[b] The limits designated are embraced in Monroe Harbor.

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Ship Island Pass, with view to obtaining a channel of twenty-six feet depth at low tide in said pass between the Gulf of Mexico and Ship Island Harbor, with a view of dredging a channel five hundred feet wide and twenty-five feet deep to connect Ship Island Harbor with a railroad pier at Gulf Port.

NEW HAMPSHIRE. New Hampshire.

Oyster River.

NEW JERSEY. New Jersey.

Oldmans Creek.
Dividing Creek.
Wading River.
Tuckerton Creek and Flats at mouth thereof.
Beach Thoroughfare at and near the meeting of tides from Absecon and Egg Harbor Inlet.
Barnegat Bay, between Mantoling and Bay Head.

NEW YORK. New York.

Channel connecting Flushing Bay and Newtown Creek.
Catskill Creek.
The Secretary of War is hereby directed to cause to be made accurate examinations and estimates of cost of construction of a ship canal by the most practicable route, wholly within the United States, from the Great Lakes to the navigable waters of the Hudson River, of sufficient capacity to transport the tonnage of the lakes to the sea. Ship canal, Great Lakes to the ocean.
Mohawk River, between Rome and town of Schuyler.
Nyack Harbor.
Alexandria Bay.
Black River to harbor at Dexter.
Coney Island Creek.
Oyster Bay, Lloyd's Harbor, with a view to its connection with Cold Spring Bay.
Channels to Far Rockaway and Inwood.
Northport Harbor.
Smithtown Harbor.
Wallabout Channel, by cutting off portion of island known as Cob Dock and securing width of three hundred feet and depth of twenty feet.
Coney Island Channel, from Norton's Point to the Bell Buoy to the depth of sixteen feet.
Babylon Creek.
Roslyn Harbor.

NORTH CAROLINA. North Carolina.

For a jetty near Bogue Inlet in order to remove sand bars.
Potecasi Creek.
Cashie River.

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Oregon.

OREGON.

Alsea River, from head of tide water to upper Alsea Valley.

Yaquina River, from the town of Yaquina to head of tide, including Big Elk River to Sunset Quarry.

Long Tom River, from mouth to town of Monroe.

Harbor at Cape Lookout, Oregon, with a view to the construction of a harbor of refuge, and the estimated cost thereof.

Santiam River, from Jefferson to Willamette River.

Umpqua River, bar and entrance.

Siletz River, bar and entrance.

Scappoose Bay, from its mouth to and including the lower portion of Scappoose Creek.

Rhode Island.

RHODE ISLAND.

Channel through Conanicut Island, Narragansett Bay.

South Carolina.

SOUTH CAROLINA.

Bartrand River [a].

Texas.

TEXAS.

Channel between Brazos River and Galveston Bay.

Wisconsin.

WISCONSIN.

Portwing.

Arizona.

ARIZONA.

Colorado River.

Washington.

WASHINGTON.

Neah Bay, with a view to its improvement as a harbor of refuge.

North River.

North Fork of Lewis River to head of navigation or Etna.

For the examination of sites, and report upon the practicability and desirability of constructing reservoirs, and other hydraulic works necessary for the storage and utilization of water, to prevent floods and overflows, erosion of river banks and breaks of levees, and to reenforce the flow of streams during drought and low-water seasons, at least one site each in the States of Wyoming and Colorado.

Surveys.

SEC. 9. That the Secretary of War is hereby directed, at his discretion, to cause surveys to be made and the cost of improvement to be estimated at the following localities, to wit:

[a] This river could not be found.

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ARKANSAS. Arkansas.

White River, Batesville to Buffalo Shoals, with a view to improving by slack-water navigation.

Buffalo Fork of White River, from mouth to mouth of Rush Creek, with a view to determine what character and extent of improvement is required.

Saint Francis River, Sunk Lands to Poplin, Missouri.

CALIFORNIA. California.

Alviso Creek.

Shag Rock, Arch Rock, Blossom Rock, Two Mission Rocks, Anita Rock, all in San Francisco Harbor.

Redwood Creek.

Mare Island Strait.

Wilmington Harbor, California, with a view of increasing the depth of said harbor to twenty-five feet at mean low water over the area proposed to be improved in the project set forth in the report of Lieutenant-Colonel W. H. H. Benyaurd of June eighth, eighteen hundred and ninety-four, and contained in Senate Executive Document Numbered Sixty-one, Fifty-third Congress, third session, and over an additional area extending to Smith Island, and of adequate width to allow the turning of vessels.

CONNECTICUT. Connecticut.

Southport Harbor.

New Haven Harbor.

Housatonic River.

South Norwalk.

Niantic Harbor.

FLORIDA. Florida.

Apalachicola Bay, and the approaches to Apalachicola, with a view to obtaining a channel one hundred feet wide and eighteen feet deep at low water.

Tampa Bay from Port Tampa to the mouth of the Bay.

Withlacoochee River from its mouth to the head of navigation.

Saint Lucia Inlet and River.

Anclote River.

Biscayne Bay.

Palm Beach.

IDAHO. Idaho.

Pend Oreille River (Flat Head River) [a].

[a] The Pend Oreille and the Flathead are two distinct streams, more than 100 miles apart, and no part of the Flathead is within the State of Idaho. As a survey of the Pend Oreille in Idaho is provided for by this act in the item on page 803, under the State of Washington, the survey regarding the item under the State of Idaho was omitted.

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Indiana and Illinois.

INDIANA AND ILLINOIS.

Wolfe Lake and River, with reference to their navigation in connection with the waters of Lake Michigan.

Kentucky.

KENTUCKY.

Mouth of Tennessee River.

Green River, at or near its mouth, for new lock and dam.

Mouth of Cumberland River.

Louisiana.

LOUISIANA.

Bayou Teche, Saint Martinville to Port Barre.

The Secretary of War is hereby authorized and directed to ascertain the nature and character of the channel excavated through the Atchafalaya Bay, and to determine whether said channel is of value or of necessity to commerce; and if, in his opinion, it is, he shall ascertain the cost of acquiring the same for and in behalf of the United States, and report thereon.

Maine.

MAINE.

Royal River.

Saint Croix River below Calais, between Maine and New Brunswick, submitting estimate of the cost of said improvement and the amount the United States ought equitably to bear.

Bagaduce River, leading up to Penobscot village.

Union River, for a deeper and broader channel.

Bangor Harbor and Penobscot River, including mouth of Kenduskeag River.

Harraseeket River.

Machias River from Machias to Machiasport.

Maryland.

MARYLAND.

Annapolis Harbor, with a view to straightening, widening, and deepening the channel of the entrance to said harbor so as to obtain a ship's channel of one hundred and fifty feet wide and twenty-eight feet deep at mean low water from Chesapeake Bay to the wharves of the United States Naval Academy in said harbor.

Cambridge Harbor.

Chapel Point Harbor.

Baltimore Harbor, with a view to securing a channel thirty feet in depth.

La Trappe River.

Delaware River with a view to obtaining a channel six hundred feet wide and thirty feet deep from a point at or near the city of Philadelphia to the deep water of Delaware Bay.

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MASSACHUSETTS. Massachusetts.

Merrimac River, from Lowell to New Hampshire State line.

Marblehead Harbor, with a view to improving the harbor by building a sea wall to protect the isthmus connecting Marblehead Neck with the town of Marblehead.

Provincetown Harbor, with a view of erecting a dike for the protection of that harbor.

Neponset River.

Channel in New Bedford Harbor leading to the bridge between that city and Fairhaven, with a view to determining what amount of dredging would be necessary to make the change in the draw in said bridge from the west to the east side of Fish Island practicable and advantageous.

Lynn Harbor, with a view to securing a channel three hundred feet wide and fifteen feet deep at low water.

Boston Harbor, with a view to securing a channel one thousand two hundred feet wide and thirty feet deep from the navy-yard to the entrance of the present main ship channel, and from the main ship channel in Presidents Roads through Broad Sound Channel.

Mount Hope Bay and Fall River Harbor.

Manchester Harbor.

Connecticut River, between Holyoke and the foot of the Enfield rapids.

Harbor at Plymouth.

Weymouth Back River from Hingham Bridge to Mann's Wharf.

MISSISSIPPI. Mississippi.

Channel at the mouth of Pearl River leading to deep water in the Mississippi Sound, with a view to obtaining a seventeen-foot channel at low tide.

Pascagoula River, commencing at a point in the Mississippi Sound where the depth of water exceeds seventeen feet, thence to the mouth of and up said river to the intersection of Dog River, and thence up Dog River three miles, with a view to obtaining a channel of seventeen feet at low tide along the line of survey.

Ship Island Harbor, in the Mississippi Sound, to determine the most practicable route from said harbor for a deep-water channel leading to the mainland on the coast of Mississippi.

Horn Island Pass, and the passage leading from said pass to the anchorage inside Horn Island, with a view to obtaining in said pass and passage leading therefrom a channel of twenty-three feet at low tide.

Big Sunflower River, with a view to improving the same by locks and dams as high as Clarksdale.

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Minnesota.

MINNESOTA.

Big Stone Lake and Lake Traverse, with a view to the construction of reservoirs, in accordance with the report of Major W. A. Jones, of the Engineer Corps of the United States Army, dated January sixteenth, eighteen hundred and ninety-five.

Michigan.

MICHIGAN.

Kalamazoo River from Saugatuck to New Richmond.

Harbor of Holland (Black Lake), with a view of obtaining a sixteen-foot depth of water.

Harbor of Monroe, with a view of obtaining a fourteen-foot depth of water.

Harbor of refuge at Ontonagon, affording eighteen-foot depth of water.

Harbor at Menominee, Michigan and Wisconsin, with a view of obtaining a twenty-foot depth of water.

Harbor at Charlevoix, with a view of obtaining sixteen-foot depth of water.

Rouge River, from Wabash Bridge crossing to Maples Road, with a view of obtaining sixteen-foot depth of water, expense thereof to be paid from money on hand for improvement of Rouge River.

South Haven.

Ludington Harbor.

Saginaw River.

New Hampshire.

NEW HAMPSHIRE.

Exeter River, from its mouth to the upper bridge in Exeter.

New Jersey.

NEW JERSEY.

Mantua Creek.

Salem River, from its mouth to Salem City.

Rahway River, from its mouth to Main Street Bridge.

Elizabeth River.

Absecon Inlet, with a view of maintaining ten feet of water over the bar.

New York.

NEW YORK.

Bay Ridge Channel, the triangular area between Bay Ridge and Red Hook channels, and Red Hook and Buttermilk channels, with a view to making one continuous channel with a least depth of thirty feet at mean low water for a width of one thousand feet, and also for a continuous channel with a least depth of thirty-five feet at mean low water for a width of one thousand two hundred feet.

The channel between the Battery and Governors Island, with a view to making a channel continuous with

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Buttermilk Channel thirty feet in depth and one thousand two hundred feet in width.

New York Harbor, from the Narrows to the sea, with a view of obtaining thirty-five feet at mean low water mark.

Buffalo entrance to Erie Basin and Black Rock Harbor.

Removal of dam in upper Allegheny near Corydon, and all the dams on the Conewango Creek and the rapids at or near Waterboro, in the Conewango Creek, a tributary of the Allegheny River.

Eastchester Creek, with a view to extending improvement to head of tide water.

Gowanas [Gowanus] Creek, with a view of obtaining a depth of thirty feet at mean low water.

Oak Orchard Harbor.

NORTH CAROLINA. North Carolina.

Ocracoke Inlet, to obtain a channel fourteen feet in depth.

Cape Lookout harbor of refuge, with a view to making it capable of sheltering the largest vessels.

For a jetty near Bogue Inlet, to remove sand bar.

Neuse River, at and below Newbern, for an eight-foot depth at dead low water.

Pamlico River, to obtain a depth of ten feet up to Washington and to make necessary improvements of the harbor at Washington, North Carolina.

Town Creek, Brunswick County, North Carolina, with a view to straightening the river in at least two places, and to obtain a depth of at least eight feet to "Upper Bridge," and to improve the river six miles farther to the head of tide water, to a place known as the "Rocks," by removing obstructions, and so forth.

OREGON. Oregon.

Clatskanie River, to town of Clatskanie.

Port Orford Harbor, Oregon, with estimate of cost of improvement and importance to shipping and commerce.

Tillamook Bay, bar and entrance.

The Tualiton River, from the town of Tualiton, at the crossing of the narrow-gauge railroad, up to the crossing of the Oregon and California Railroad at Gaston, and up the Dairy Fork of said river, from its junction therewith near Hillsboro to Lousignant Lake.

Nehalem River, for modified plan, to be paid for out of money on hand.

The Willamette River, immediately opposite the city of Salem, with a view of ascertaining the necessity for and character and cost of constructing a revetment or dike to maintain the river in its present channel at that

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point, and prevent said river from cutting a new channel through the lowlands on the left bank thereof.

Ohio.

OHIO.

Starve Island Reef, near South Bass Island, in Lake Erie, with a view to obtaining a navigable channel twenty-five feet in depth over said reef.

Ohio River, Marietta to its mouth.

Pennsylvania.

PENNSYLVANIA.

Schuylkill River.

Erie Harbor.

Allegheny River, to determine what remaining portion of said river can be made navigable, and the number, location, and cost of the necessary dams therefor.

Rhode Island.

RHODE ISLAND.

Sakonnet Point.

Easterly breakwater to shore, Point Judith, at Point Judith harbor of refuge.

Inner harbor at Point Judith Pond.

Texas.

TEXAS.

Sabine Lake, with a view of obtaining through said lake a ship channel of sufficient width and depth for the purpose of navigation from Sabine Pass to the mouth of the Neches and Sabine rivers.

For further determining the causes of the erosion of the easterly end of Galveston Island, and estimating the cost of works to prevent the same.

Tennessee.

TENNESSEE.

Emory River, from its mouth to the town of Harriman.

The north fork of Forked Deer River below Dyersburg, with a view of removing the snags, cypress knees, and other obstructions, and for dredging out and removing the bars and shoals at Caney Point Shoal, eight miles below Dyersburg; at Basin Numbered One, twelve and a half miles below Dyersburg; at Basin Numbered Two, thirteen and a half miles below Dyersburg; at McCoy's Shoal, fourteen and three-fourths miles below Dyersburg; at Shoal Cut-Off Numbered Two, fourteen and one-fourth miles below Dyersburg and below the mouth of Forked Deer River; and for straightening the river one-half mile below Dyersburg; and for removing snags, blasting embedded trees and snags in the river from Key Corner to junction with Obion River, so as to deepen the channel and improve the navigation of said river from Dyersburg to the Mississippi River.

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VERMONT. Vermont.

Missisquoi River, Swanton to lake.

WISCONSIN. Wisconsin.

Harbor at Kenosha, with a view to obtaining a channel twenty-one feet deep and basin twenty feet deep.

Harbor at Racine, with a view to obtaining a channel twenty-one feet deep.

Harbor at Milwaukee, with a view to obtaining a channel twenty-one feet deep.

Harbor at Ahnapee.

La Crosse Harbor.

Sheboygan, with a view of obtaining twenty-one feet.

MONTANA. Montana.

Kootenai River, for removal of obstructions above Jennings.

WASHINGTON. Washington.

Lewis River, from Columbia River to La Center.

Pend Oreille River, from its source at Lake Pend Oreille, Idaho, to the town of Metalline, Washington.

Bellingham Bay, from deep water to the mouth of Whatcom Creek, at New Whatcom.

Okanagon River.

Quillayute Harbor and River.

Skagit River, from its mouth to the town of Sedro, Washington.

Duwamish River and its tributaries.

Mouth of the Puyallup River.

Mouth of Willapa River and Mail Boat Slough.

Snake River, from its mouth to Riparia.

THOMAS B REED
Speaker of the House of Representatives

A E STEVENSON
Vice-President of the United States and President of the Senate.

IN THE HOUSE OF REPRESENTATIVES,
June 2, 1896

The President of the United States having returned to the House of Representatives in which it originated the bill (H. R. 7977) "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," with his objections thereto the House proceeded in pursuance of the Constitution to reconsider the same; and

Resolved, That the said bill pass, two-thirds of the House of Representatives agreeing to pass the same.

Attest: A McDOWELL *Clerk.*

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IN THE SENATE OF THE UNITED STATES,
June 3, 1896.

The Senate having proceeded, in pursuance of the Constitution, to reconsider the bill entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate, with the message of the President returning the bill:

Resolved, That the bill do pass, two thirds of the Senate agreeing to pass the same.

Attest: WM. R. COX *Secretary*.

June 11, 1896. Vol. 29, p. 413.

CHAP. 420.—An Act Making appropriations for sundry civil expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, and for other purposes.

Sundry civil expenses appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the objects hereinafter expressed, for the fiscal year ending June thirtieth, eighteen hundred and ninety-seven, namely:

* * * * *

River and harbor improvements. Philadelphia, Pa.

For continuing improvement of harbor at Philadelphia, Pennsylvania: Continuing improvement, removal of Smiths Island and Windmill Island, Pennsylvania, and Petty Island, New Jersey, and adjacent shoals, six hundred thousand dollars.

Galveston, Tex.

For improving harbor at Galveston, Texas: Continuing improvement, eight hundred and forty thousand dollars, fifty thousand dollars of which may be expended for dredging, under the direction of the Secretary of War, by contract or otherwise, as may be most economical and advantageous to the United States.

Hudson River, N. Y.

For improving Hudson River, New York: Continuing improvement, four hundred and eighty thousand dollars.

Mobile, Ala. Dredging. Vol. 29, p. 467. *Ante*, p. 738.

For improving harbor at Mobile, Alabama: To enable the National Dredging Company, the contractor under the continuing contract for the improvement of the harbor at Mobile, Alabama, to proceed with the work of dredging, under the direction of the Secretary of War, as authorized by the joint resolution of Congress passed the present session, one hundred and sixty thousand dollars; this sum to be in full of any authorization or appropriation under said joint resolution.

Great Lakes.

For improving channel connecting the waters of the Great Lakes between Chicago, Duluth, and Buffalo, five hundred thousand dollars.

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For improving canal at the Cascades of the Columbia River, Oregon: Continuing improvement, one hundred and seventy-nine thousand five hundred and ninety-seven dollars. Cascades, Columbia River, Oreg.

For harbor of refuge at Point Judith, Rhode Island: Continuing improvement, three hundred thousand dollars. Point Judith, R. I.

For improving harbor and bay at Humboldt, California: Continuing improvement, two hundred and twenty-five thousand dollars. Humboldt, Cal.

* * * * *

HARBOR OF NEW YORK: For prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City: New York Harbor.

For pay of inspectors and deputy inspectors, office force, and expenses of office, ten thousand two hundred and sixty dollars; Inspectors, etc.

For pay of crews and maintenance of four steam tugs and three launches, forty-eight thousand seven hundred and forty dollars; Vessels.

In all, fifty-nine thousand dollars.

CALIFORNIA DÉBRIS COMMISSION: To defray the expenses of the California Débris Commission, authorized by the Act approved March first, eighteen hundred and ninety-three, fifteen thousand dollars. California Débris Commission. Vol. 27, p. 507. *Ante*, p. 659.

* * * * *

Approved, June 11, 1896.

CHAP. 429.—An Act For the relief of B. J. Van Vleck, administrator of Henry Van Vleck, deceased. June 11, 1896. Vol. 29, p. 757

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Treasurer of the United States shall pay, out of any money in his hands not otherwise appropriated, to B. J. Van Vleck, administrator of Henry Van Vleck, deceased, or to his duly authorized attorneys in fact, the sum of four thousand five hundred and twenty dollars and twenty cents, being the amount due said Henry Van Vleck at the time of his death as a balance on account of extra work done on the locks of the Saint Marys Falls Canal, Michigan, with interest thereon from October second, eighteen hundred and eighty-two, the date of approval of said claim by the Secretary of War [a]. Henry Van Vleck. Payment to administrator of.

Approved, June 11, 1896.

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[a] The payment under this law amounted to $8,265.19, including interest.

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Feb. 1, 1897. Vol. 29, p. 599.

CHAP. 121.—An Act To provide for an examination and survey of a water route from the mouth of the jetties at the city of Galveston, Texas, through the ship channel and up Buffalo Bayou to the city of Houston, Texas.

Water route, Galveston to Houston, Tex. Survey, etc., directed.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, authorized and directed to make an examination and survey, with an estimate of the necessary cost, for a water channel not less than twenty-five feet deep and one hundred feet wide, extending from the mouth of the jetties at the city of Galveston, Texas, through the existing ship channel and up Buffalo Bayou to the city of Houston, Texas, and for a harbor at or near Houston of a depth of not less than twenty-five feet and of a width of five hundred feet, and to make a report of such examination, survey, and estimate, with its commercial importance, to Congress.

Expense. Vol. 29, pp. 209, 222. *Ante*, pp. 753, 773.

SEC. 2. That the cost of said examination, survey, and estimate be paid out of funds already appropriated for work on the improvement of the ship channel and Buffalo Bayou.

Approved, February 1, 1897.

Feb. 17, 1897. Vol. 29, p. 531.

CHAP. 236.—An Act To amend an Act entitled "An Act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," passed finally June third, eighteen hundred and ninety-six.

Deep-water harbor at Port Los Angeles or San Pedro, Cal. Vol. 29, p. 213. *Ante*, pp. 759, 760.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," passed by the House of Representatives June second, eighteen hundred and ninety-six, and by the Senate June third, eighteen hundred and ninety-six, notwithstanding the objections of the President, be, and the same is hereby, amended by inserting on page two hundred and thirteen of the Statutes at Large, Fifty-fourth Congress, first session, after the word "War" and before the word "Provided," on the thirty-ninth line of said page, the following language: The officer of the Navy detailed to serve on this Board shall receive from said appropriation, in addition to his mileage provided for in section fifteen hundred and sixty-six of the Revised Statutes, and notwithstanding its provisions, such a per diem allowance for subsistence as the Secretary of War may deem proper.

Per diem to naval officer. R. S., sec. 1566, p. 269.

Approved, February 17, 1897.

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APPENDIX.

CHAP. 43.—An Act Making appropriations for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending thirtieth of June, eighteen hundred and sixty-four.

Feb. 20, 1863.
Vol. 12, p. 655.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the construction, preservation, and repairs of certain fortifications and other works of defence for the year ending the thirtieth of June, eighteen hundred and sixty-four:

Appropriations for fortifications.

* * * * *

For permanent work, for Delaware Breakwater Harbor, one hundred thousand dollars.

Fort Delaware.

* * * * *

Approved, February 20, 1863.

CHAP. 230.—An Act To aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military and other purposes.

July 24, 1866.
Vol. 14, p. 221.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any telegraph company now organized, or which may hereafter be organized under the laws of any State in this Union, shall have the right to construct, maintain, and operate lines of telegraph through and over any portion of the public domain of the United States, over and along any of the military or post roads of the United States which have been or may hereafter be declared such by act of Congress, and over, under, or across the navigable streams or waters of the United States: *Provided*, That such lines of telegraph shall be so constructed and maintained as not to obstruct the navigation of such streams and waters, or interfere with the ordinary travel on such military or post roads. And any of said companies shall have the right to take and use from such public lands the necessary stone, timber, and other materials for its posts, piers, stations, and other needful uses in the construction, maintenance, and operation of said lines of telegraph, and may pre-empt and use such portion of the unoccupied public lands subject to pre-emption through which its said lines of telegraph may be located as may be necessary for its stations, not exceeding forty acres for each station; but such stations shall not be within fifteen miles of each other.

Telegraph companies may maintain and operate lines of telegraph over public domain along post, &c. roads, and across navigable waters of the United States.

Lines to be so constructed as not to obstruct, &c.

Materials for construction, &c., may be taken from public lands.

Lands may be pre-empted for stations, not exceeding, &c., and not within, &c.

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Telegrams for the government to have priority of transmission.

Rates to be annually fixed.

SEC. 2. *And be it further enacted*, That telegraphic communications between the several departments of the government of the United States and their officers and agents shall, in their transmission over the lines of any of said companies, have priority over all other business, and shall be sent at rates to be annually fixed by the Postmaster-General.

Rights and privileges not to be transferred.

The United States may purchase for postal, &c., purposes, telegraph lines.

Value, how ascertained.

SEC. 3. *And be it further enacted*, That the rights and privileges hereby granted shall not be transferred by any company acting under this act to any other corporation, association, or person: *Provided, however*, That the United States may at any time after the expiration of five years from the date of the passage of this act, for postal, military, or other purposes, purchase all the telegraph lines, property, and effects of any or all of said companies at an appraised value, to be ascertained by five competent, disinterested persons, two of whom shall be selected by the Postmaster-General of the United States, two by the company interested, and one by the four so previously selected.

Telegraph companies to file written acceptance of this act before exercising any powers granted hereby.

SEC. 4. *And be it further enacted*, That before any telegraph company shall exercise any of the powers or privileges conferred by this act such company shall file their written acceptance with the Postmaster-General of the restrictions and obligations required by this act.

Approved, July 24, 1866.

March 3, 1884. **Senate Resolution Directing the Secretary of War to furnish the Senate information as to the effect of any dam or Government works in Ohio River, near Jeffersonville, Ind., on flood-line.**

Ohio River near Jeffersonville, Ind.

Resolved by the Senate, That the Secretary of War be directed to furnish to the Senate any information in his possession, or which may be obtainable, as to the effect any dam or other Government works in the channel of the Ohio River near Jeffersonville, Ind., has upon the flood-line of the river in times of great freshets. Also, what effect such floods have as to cutting off communication with the quartermaster's depot at that place. Also, as to the practicability and probable cost of constructing a levee to prevent the overflow of said city of Jeffersonville and of the approaches to the quartermaster's depot.

Passed the Senate March 3, 1884.

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